

The Hongkong Telegraph.

(ESTABLISHED 1881.)

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REUTER'S TELEGRAMS.

ANGLO-FRENCH RELATIONS.

DANGER OF ALLIED CRISIS PAST.

London, April 12.
Regarding the Anglo-French situation, a degree of tension still persists but Allied diplomats generally consider that all danger of a serious inter-Allied crisis has been dispelled.

It is reported that Lord Derby personally drafted the British Note, which Mr. Lloyd George approved early on Saturday, before his departure for San Remo. It is hinted that a personal interview between M. Cambon and Mr. Lloyd George would have facilitated progress, but this meeting was prevented.

A Paris message says M. Millerand has handed Lord Derby the French reply to the second British Note, which is believed to be most conciliatory and is expected to lead to happy results.

THE FRENCH ATTITUDE.

Paris, April 12.
It is understood that when the French evacuate Frankfort and Darmstadt they will likewise withdraw from Homburg and Hanau.

The German request for a three months' extension of the period in which they are allowed to begin disarming will be the first subject discussed at San Remo.

The French will endeavour to limit the occupation to towns on the Main and will be willing to withdraw their troops as soon as the German forces in the Ruhr region are normal.

M. MILLERAND'S VIEWS.

London, April 13.
M. Millerand, interviewed in Paris after his speech in the Chamber, again emphasised that the recent minor divergence is no wise affected the deep-rooted Anglo-French friendship. He pointed out that the French living on the left bank of the Rhine knew Germany intimately. He laid stress on the importance of a real Entente, especially at present, with a view to assuring full execution of the Treaty of Versailles and solving a number of overseas problems. France was ready to help Germany, but the latter must show a real willingness to carry out the Treaty. Hitherto she had done little respecting disarmament, the war criminals, coal, the surrender of guns, etc. Moreover, the militarist spirit still exists in Germany. He concluded that the question of the occupation of German towns had been finally settled between the British and the French, adding that "no bad feeling remains. Lord Derby is resuming his seat at the Ambassadorial Conference. Unity is as complete as ever it was."

THE IRISH HUNGER-STRIKERS.

A GENERAL STRIKE ORDERED.

London, April 12.
The Executive of the Irish Trade Union Congress has called a general strike throughout Ireland for the 13th instant, except newspapers, telegraphs, food supply and humanitarian services, as a protest against the treatment of political prisoners, and demanding their release.

DISCUSSION IN HOUSE OF COMMONS.

London, April 13.
In the House of Commons, Mr. T. P. O'Connor emphasised the gravity of the condition of the hunger-strikers at Mountjoy who should be treated as political prisoners. He declared that the present system of military repression in Ireland had failed. It had only driven the people to greater exasperation and revolt. He said that if the strikers died, the effect upon the already inflamed people would be deplorable.

Mr. Clynes, supporting, warned that there was a danger of Latour action in Ireland spreading to England.

Commander Bellairs pointed out that interned Bolsheviks in New York behaved similarly and the American Government pursued the same tactics as the British.

Mr. Yates pointed out that convictions in Ireland were unprocurable owing to the terrorism of witnesses.

The Irish Attorney General urged that the arrests were in accordance with the law, and the men were simply attempting to sue. Ameliorative treatment for convicted prisoners had been demanded, which Lord French had no power to give. Untried prisoners were treated under special rules and they would certainly be tried if possible. But in this regard, he re-emphasised Mr. Yates' point. He defended the use of military, pointing out that 10,000 constabulary were no longer able to maintain order. By the use of military, large stores of explosives, which otherwise could not have been tackled, had been captured. Thus risings in different parts of the country were prevented.

Mr. Bonar Law re-emphasised that there was no possibility of a change in the decision of the Government, which must resist terrorism and arrest suspects. Any subsequent release because suicide was threatened would make the maintenance of law and order impossible. (Cheers).

ROME-TOKYO FLIGHT.

TWO AIRMEN SHOT DOWN.

London, April 12.
News received in Allahabad from Bagdad says two airmen flying from Rome to Tokyo report that Arabs machine-gunned and shot down two accompanying machines outside Aleppo. They kept the machines but allowed the occupants to return to Constantinople. Later.

The airmen shot down were Captain Ranza and Lieutenant Marzari.

OBITUARY.

London, April 14.
The death is announced of the Most Rev. Dr. J. B. Crozier, Primate of Ireland.
The death is also announced of the Dowager Viscountess Wolseley.

REUTER'S TELEGRAMS.

TAXATION OF WAR WEALTH.

AIMING AT £500,000,000.

London, April 13.
The House of Commons Committee on the taxation of war wealth has resumed its sittings.

Sir John Anderson, the Chairman of the Inland Revenue Board, submitted three alternative schemes to meet the suggestion that a liberal abatement based on the amount of pre-war wealth should be allowed in order to cover savings and to recognise the diminished value of the pound, the duty under each scale to be limited in order not to reduce the post-war wealth. Under the first scale, which will affect 45,000 people, it is estimated to produce £45,000,000; the second scale, affecting 105,000 people, is estimated to yield £700,000,000; and the third scale, affecting 35,000 people, is estimated to yield £300,000,000. Sir John Anderson said that unless they could aim at a yield of £500,000,000, it would be questionable whether it was worth while facing the cost of the financial disturbance.

The Committee adjourned after Sir John Anderson promised to submit the result of an investigation into the effect of a levy on businesses.

THE U. S. RAILWAY STRIKE.

NO FEARS OF FAMINE IN NEW YORK.

New York, April 12.
While the railwaymen in the Middle West are returning to work, the strike has spread elsewhere. There are now 40,000 railwaymen out and several hundred thousand of other workers are consequently rendered idle.

Fears of a famine in New York have been allayed through the arrival of supplies. The hotels in New York are overcrowded with marooned passengers, many of whom are sleeping in improvised beds in the halls. The railway stations are also crowded with sleepers.

RUSSO-JAPANESE CONFLICT.

HEAVY CASUALTIES REPORTED.

London, April 12.
The Times Tokyo correspondent, writing on the 8th inst., says in fighting at Khabarovsk five Japanese officers and 79 men were killed. Four hundred Russians were killed and 1,500 taken prisoner.

ARREST OF BRITISH CORRESPONDENT.

INDEMNITY DEMANDED FROM GERMANY.

Berlin, April 12.
The British Charge d'Affaires has presented a note demanding an apology and indemnity for the arrest and maltreatment of Mr. Voigt, correspondent of the Manchester Guardian, at Essen.

TO-DAY'S CHINESE TELEGRAMS.

CHINA AND RUSSIA.

Shanghai, April 14.
On representations being made by the Educational Party for the recognition of the Russian Soviet Government, the Ministry for Foreign Affairs is preparing a circular notification explaining that as the expressions contained in the Russian Note are very obscure, and as no other Power has shown any inclination to recognise the Government, China should not be the first to take the step.

VLADIVOSTOK SITUATION.

Shanghai, April 14.
Li Ku-kuo, the Commissioner at Vladivostok, has wired that in view of the conflict between the Japanese and Russian troops, the Chinese troops should withdraw in order to avoid complications.

INTERNAL PEACE.

Shanghai, April 14.
The On Fook Club Party has strongly protested against the direct negotiation of peace between the Government and Shum Chun-hsun.

EARLIER SPECIAL TELEGRAMS.

(From Our Own Correspondent.)

STUDENTS' STRIKE.

Shanghai, April 14.
The schools have closed here. The French Consul refuses to negotiate with the Students' Union whose officers are moving into Chinese territory.

A mass meeting and parade took place in the Chinese city this afternoon.

The Municipal schools in the International and French Settlements are not affected.

The French authorities have decided to allow the students union to remain in the Concession. 15,000 students paraded the Chinese city this afternoon. They were very orderly. The police watched girls and boys, students of all ages, carry banners denouncing the Peking government. Neither police nor soldiers bothered the parades. There are no guards at the Settlement boundaries. Labourers generally are unacquainted with the strike but the leaders are working. The vague generalities of the strike platform seem likely to defeat its success.

(Other Telegrams on Pages 2 and 3.)

STRIKE NEWS.

PEAK TRAMWAY OFFICIAL INTERVIEWED.

INTERESTING STATEMENTS BY CANTON PAPER.

The engineers, makers, greasers and fitters have thrown in their lot with the fitters of other companies and gone on strike. Consequently, the Peak Tramway service was dislocated yesterday, and the tram did not begin to run to-day before 3 p.m. There was a slight accident yesterday, and as a result, the car on the Peak stopped running last evening at 7 o'clock. About fifteen feet of cable got coiled up and the service had to be stopped for the whole night. Owing to the strike of the men, the Peak Tramway Company has had to enlist the services of a few Service men, who are new to the work.

A gang of naval and military men were this morning at the Lower Station engaged in the repairs of the damaged part of the cable. The supervisor was of opinion that a resumption of the service could not be expected until the afternoon.

Up to the time of going to press, the trams had not resumed running, although it was expected that the service would again start at 4 p.m.

The residents of the Peak are exhorted to go home early, as communication with the Peak by the service will cease after 10 o'clock each night until further notice.

We interviewed Mr. D. E. Clark, of the Peak Tramway Company, this morning, and he informed us that twelve Service men have been put on the job of manning the engines. These were quite sufficient for the present, but the new draft was, of course, strange to the work, unlike the Chinese artisans who had gone on strike. He was confident that the Service men would soon get accustomed to the work. The number of fitters and others who had struck was about two dozen. They got the usual fitters' wages that were current in the Colony. There was no bonus distribution during Chinese New Year. The men only got their wages.

Mr. Clark, continuing, said: "Our engine drivers and brakesmen wrote to us a few days before they went on strike that they did not like going on strike. They pointed out that being members of the Engineering Guild every one of them had to obey all orders and commands that might be issued from time to time. Disobedience would put them to serious trouble, and possibly danger. They were quite satisfied with their conditions, and being ex-fitters they had received an increase only recently. After I received that letter I expected that the men would go out. We told our fitters, but not the engine drivers, that we would give them an increase according to the award."

"But why are you being guided by the Dock Companies, seeing that the Peak Tramway is a public utility concern?"

"It is usual. They employ a large number of fitters and Chinese workmen, and therefore they must settle the dispute."

"If the strike continues, indefinitely what would you do?"

"In that case we should have to review the situation."

"You engage a very small number of fitters. Surely you are not bound to wait until the Dock Companies settle their differences with their men. This policy is very likely to inconvenience the Peak people considerably. Could you not afford to pay your small band of strikers the increased demand without taking your lead from the Dock?" asked the interviewer. "We have told our men that we consider their demand unreasonable. We do not think that they are justified in asking for an increase of 40 per cent. They are justified in getting some increase but not 40 per cent. That is the whole point. We are prepared to consider some rise."

STATEMENT BY GUILD OFFICIAL.

We to-day sought the opinion of the Mechanics' Guild on the increase of 25 per cent suggested by the Chairman of the Tramway Company. Whilst expressing his appreciation of the suggestion, the official said that the

TO-DAY'S EXCHANGE.

The closing rate of the dollar to-day was \$1.74.

THE WEATHER.

Temperature 8 p.m. 55
Humidity 2 p.m. 92

Five thousand mechanics from Hongkong have come to Canton. Five hundred of them are staying at the headquarters of the Mechanics' Union; some are visiting their friends and relatives in the country, and others have already found employment in the many workshops and factories in the city.

The cause of the Hongkong mechanics leaving their work, as everyone knows, is due to the men demanding an increase of wages that is forty per cent. rise for all grades. The demand is based upon the following reasons, so far as we can gather from the Mechanics' Union:—The cost of living in Hongkong has risen to such an extent that it is impossible for the men to live and to provide a margin for contingencies and debts. From our

knowledge, the increase in the cost of living in Hongkong has gone up at least forty per cent. of what it used to be; for example, the high prices of rice prevailing and the high rentals in Hongkong. It is argued that for the last ten years the men in the three Hongkong docks have not received any increase in their wages, while the foreign staffs have had their salaries increased from twenty to thirty per cent., besides being allowed quarters free and provided with a Provident Fund. None of those advantages go to the Chinese mechanics, although they have undoubtedly been the means to provide the profits of the employers and the general improvement of the conditions of the foreign staff.

The authorities of the dock companies are reported to have agreed to give the men a thirty per cent. increase for the fitters and twenty per cent. for the foremen. The strike is insisted, however, on having a forty per cent. increase all round, which their employers could not see their way to complying with. From a former executive member of the Mechanics' Union we learn that the men would agree to a forty per cent. increase for the fitters and thirty per cent. for the foremen, but they would not consent to any other terms but these, and they would stand firm, as they feel that they are in a position to compel the employers to agree to them.

The Mechanics' Union is, we understand, backed up by local guilds with subscriptions. It is also receiving financial help from the Chinese Engineers' Institute in Hongkong, affiliated associations in Singapore, Tongking and other ports. The Union has seventy thousand dollars as a reserve fund providing for a contingency of this kind, and is disposed to use this money to assist the strikers in obtaining their demands.

"That there is ample employment for the men out on strike is confirmed by the report that many are now being employed in the following places:—The Canton Silk Factory, Engineering Shipyards, Motor, Engine Builders, New Dock Company, New Motor Company, the Cross-Harbour Railways. Agents from factories and engineering works at Fatshan have come to offer employment to the strikers, and we believe that many will avail of it, as the wages are reasonable and the conditions are attractive inasmuch as the men will enter on a profit-sharing basis, which is so common and found to work so successfully with all Chinese industries."

"It would seem from the attitude of the men that the strike will be prolonged for several months, unless the following:

(Continued on Page 16)

NOTICES.

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EARLIER TELEGRAMS.

(Continued from page 3)

THE AFGHAN TROUBLE.

London, April 12.
The Secretary of State for India announces that one of the terms of the Treaty of Peace with Afghanistan of 5th August provided that if the Afghans proved that they were sincerely anxious to regain British friendship the latter were prepared to receive another Afghan mission after six months with a view to re-establishing a satisfactory friendship. Since then Afghan policies had been obscure and there had been little proof of a real wish by the Afghan Government to cultivate friendship. However discussions between the representatives of the two Governments, with the limited object of clearing up misunderstandings, frankly examining all obstacles lying in the way of good relations and preparing the foundation on which negotiations for a Treaty of Friendship can be opened later, are about to be held at Mussoorie. The conversations will be purely preliminary and informal.

Mr. Dobbs, Foreign Secretary to the Government of India, is heading the British delegation.

EGYPTIAN SITUATION.

London, April 12.
It is authoritatively believed the situation in Egypt is clearing up. Apparently intensive political action is exhausted and Egyptians are facing the question of what advantages they have gained. Both Egyptians and foreigners realise how wise and far seeing Allenby's policy has been in unostentatiously quelling the disturbances and enforcing martial law so discreetly. Influential native landowners' all over the country were getting restive under the supervision of politicians and asking what harm the English had done Egypt. They are now admitting the only hope of justice is through the English. Moreover the strong line taken by the Allies at Constantinople has been a calming influence and finally the European powers must recognise the need to get down to a practical business basis, recognising the material betterment of the people must be the chief concern of all involved.

APPRECIATION OF THE MARK.

London, April 12.
The movements of the German mark are exciting interest in the city where it has appreciated from 277 the pound sterling to 217 in the past week. Dealers in exchange opine that the movement is due to political reasons rather than to an improvement in the German economic position. It is therefore regarded as only a temporary improvement by a city authority, who says it is common knowledge that the British Government has assured Germany that it favours a more liberal policy as regards the supply of raw materials for industries. Factors against the maintenance of any appreciable improvement are the banks of northern Europe which are bulging with marks and the inflation of the currency is proceeding unchecked. Paper money circulating has doubled within twelve months.

FOREIGN EXCHANGE.

London, April 12.
In the House of Commons on the Civil Service estimates Mr. Hopkins drew attention to the foreign exchange value of sterling and suggested the taxation of imports on luxuries. Mr. Baldwin, for the Treasury, emphasised that recovery from the present financial malady was bound to be long, slow and costly. He agreed that in revised taxation was desirable but argued that the less interference with currency matters the better. Until debtor nations made their annual revenue balance with expenditure in other efforts to improve the state of their currency would be the slightest use. He pointed out that the British exchange position had greatly improved and emphasised that financial stability was only achievable by economy and increased production if necessary.

IRISH POLITICAL PRISONERS.

London, April 12.
In the House of Commons the Attorney General for Ireland made a statement respecting the prisoners hunger striking in Mountjoy Gaol. The latest news was that the condition of the hunger strikers was weak. Some were nearing the danger zone. The hunger strikers were eighty-nine in number. The total of so-called political prisoners was 151 and the number under sentence seventy. Those detained, including those awaiting trial, were eighty-one. The hunger strikers included a number of men convicted before an ordinary jury. All those hunger striking were forewarned of the consequences of persisting in their conduct. He mentioned that a similar recent strike at Wormwood Scrubs was abandoned.

OVERSEAS TRADE.

London, April 12.
The House of Commons agreed to the government resolution in favour of authorising government credits not exceeding £20,000,000 to re-establish overseas trade. Mr. Bridgeman said it was desired to help countries crushed by the war. British trade would benefit and we would be able to extend our trade interests in various countries. He pointed out that the United States had made similar provision of \$1,000,000,000. Credits will be limited to British firms and business be done through big banks. Hitherto only a small sum has been advanced, mainly in respect of textiles, iron, steel, rubber, leather and electrical goods.

FRENCH DEVELOPMENT.

London, April 12.
Drastic curtailment in the French claims in Asia Minor are foreshadowed. It is understood France was seeking regions where cultural and economic development was possible without military occupation. She is now looking to China for which M. Painlevé is leaving.

PRINCE CAROL OF RUMANIA.

Colombo, April 12.
Prince Carol of Rumania has arrived to spend a week in Ceylon before proceeding to India.

FROM THE PULPIT.

A WELCOME REASSURANCE.

Notes of a sermon by the Rev. J. Kirk Macdonald at Union Church on Sunday morning.

"The Lord will not cast off for ever. For though He cause grief yet will He have compassion according to the multitude of His Mercies. For He doth not afflict willingly, nor grieve the children of men." - Lamentations 3:31-33.

"He doth not afflict willingly."

Strange though it may sound to Christian ears, God has been conceived as one who can find pleasure in the suffering of His creatures, indeed similar conceptions pervade heathen religions to this day. Ancient Israel was like an island in an ocean of degraded heathenism, and the prophets were like the granite cliffs keeping back the tides which threatened to submerge. Constant are the protests of these men of rock that God is not gratified by hecatombs of slain creatures, nor by self-inflicted mortifications. Reported are their assurances that He is swift to mark iniquity, that He takes no pleasure in the death of a sinner, but is slow to anger and delights in exercising mercy.

This book called "Lamentations" is the lament of Judah in desolation and subjection. It seemed as if she was utterly rejected, given over to chastisement which knew no term. Men in such a case seem to themselves to be in the hand of an arbitrary power, which, if not merely indifferent to their sufferings, finds satisfaction in them. A strange conception truly of Divinity, but with this to excuse it, that human nature, alas, is capable of such perverted feelings. The power to punish unchecked and irresponsibly is never safe in human hands, for it is sure to produce tyranny. Indeed, the very history of the word tells the tale, for at first it was innocent enough, the "tyrant" being just an absolute monarch or irresponsible magistrate from whose decisions there lay no appeal. These tremendous powers were sometimes used beneficially but they are too dangerous to entrust to the hands of men except in some passing emergency.

Lincoln expressed the truth of the matter for all times in his argument against slave owners. "No man" said he, "is good enough to exercise uncontrolled authority over any other man." There is in fact something of corruption about the possession of irresponsible power. Those who are under it may in some cases be better off for the time than if left to themselves, but what of the future, and what, more than all, of the condition of servitude itself under which no man can ever learn to be a man? There were undoubtedly in many a Southern household troops of care-free, comfortable slaves, far better off materially than either in their native Africa or turned loose on the American labour market, but that did not settle the case.

The same argument is used here in China with respect to child slavery. No-one disputes that some may be better fed, clothed and cared for away from their parents' homes. But neither, unfortunately, is it to be doubted that many are beaten, abused, overworked. Slavery, in the strict legal sense, means a state of absolute chattelhood, under which one human being is owned by another exactly as a dog or a piece of furniture is, then it may be correct to say there are no slaves in China. But everyone knows there are children and young girls living under the practical, irresponsible authority of private persons or families, and slavery is at any rate the nearest word in English speech to describe their condition. The point is not what percentage of them may be well treated or otherwise, but that their welfare ought not to be dependent on the conscience, the caprice of those who are over them. There can, no doubt, be tyranny in a child's own home, but at least it occurs there under the laws of nature, and there is always some amount of parental feeling to modify it.

What do I think ought to be done about it? Well, sweeping interference with inveterate customs is apt to defeat its own ends, but there should at any rate be a strict system of registration and inspection, and most especially every means should be taken to raise the tone of public opinion in China, where, as all over the East, human life and liberty are held too cheap, and will be until the East learns in Jesus Christ the infinite value of every child of man.

(Continued on Page 6.)

NOTICES.

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DEAL IN FURS.

CANTON FIRM SUED.

At the Summary Court this morning, before Mr. Justice J. R. Wood, Fujian Judge, the Tak Shing Loong firm of 16, Landale Street, Wan Chai, brought an action against Messrs. Nordish Fjorfabrik, Ltd., carrying on business at the Shamien, Canton, and having their godowns at 101, Praya East, Hongkong.

The plaintiffs claimed the sum of \$600, being money wrongfully deducted by the defendants from the plaintiff's account on February 2nd but they also claimed the costs of the action.

Mr. T. Rowan appeared for the plaintiffs and Mr. M. H. Turner for the defendants.

Mr. Rowan asked for leave to amend the writ by adding that in the alternative the plaintiff claims \$600, being the balance of the price of goods sold and delivered.

Mr. Turner.—This is rather a short notice, my Lord. I do not know whether there is any catch in it. The question is whether or not this money is owing from the defendants to the plaintiffs. If you put it that way, I have no objection. I think we would fight it out on those terms.

Mr. Rowan.—The defendants on 9th January, 1920, gave an order to the plaintiffs for certain furs, or skins. The furs in question were duly delivered to the defendants on January 29th and we held a receipt. The agreed price was \$2,222, less two per cent., making a sum of \$2,177.56 agreed price. The plaintiffs applied for the payment of this sum on January 28th. The order was given in Hongkong, and the goods were delivered in Hongkong. The demand for payment was made in Canton. There was a dispute inasmuch as the defendant refused to pay the total amount and claimed the right to deduct \$600. Heated argument occurred between the plaintiffs and defendants. In the end the plaintiffs agreed to accept a sum of \$2,177, less \$600, provided defendants gave them a receipt for the \$600. The defendants refused to give anything in this nature. This was the only transaction.

Mr. Turner interrupted and contended that this was not the first transaction. There have been dealings with a broker.

Mr. Rowan said the broker referred to by Mr. Turner was a man named Shan Teung, who was not a broker. He was a purchasing agent of the Company. The transaction referred to by Mr. Turner was one between the plaintiff and Shan Teung, who was now deceased. This was the first transaction the plaintiff had with the defendants direct.

The case is proceeding.

FOOTBALL.

NAVY v. ARMY.

The football season will be concluded on Saturday next, the 17th inst., with a very interesting match, strong sides representing the Army and Navy being selected. The new drafts recently arrived in the Colony contain many footballers and some have very good reputations.

The Army team is being selected from the R.G.A. Wills, A.S.C. Royal Engineers, and Staffs and Depts, and probable starters will be the Wills' goalie; Meenham, centre-forward; Amor, outside-right; Townsend, R. E., inside-forward; and Bownd. Watson, forward; the latter having played in Hongkong in the seasons 1914-15-16 before going on active service.

The Navy have the nucleus of a good side in the following players: Crocker and Hayward, goal keepers; Amey, back; Niles, halfback; Innes and Handford, forwards; Graydon, unfortunately, may not be available and if unable to turn out, his place will be taken by Mathews, centre-forward. Several new men with big reputations have arrived in the Colony on board the *Titania* and her convoy, and practice matches have already been played with the idea of finding the new stars.

Both sides will be strong and probably will be the best service teams seen in the Colony for several years. A fine game of football is assured, the match being played on the Club ground, kick-off at 4.30 p.m.

Mr. Langford, R. W., will be the official in charge of the game.

QUIZ.

MERCHANT MARINE

CHINA COAST CHANGES.

Captain F. Newcombe, of the Woosung, is on leave.

Captain J. Meathrel, from reserve, has gone master, Woosung.

Mr. R. F. Sheel, from reserve,

has gone chief officer, Sunning.

Mr. G. McAdam, from reserve,

has gone chief officer, Hsin Peking.

Mr. J. M. Clare, chief officer,

Hsin Peking, has gone acting master, Chih.

Mr. D. Warden, chief engineer,

Woosung, is on reserve.

Mr. D. S. Barclay, from leave,

has gone chief engineer,

Woosung.

Mr. A. L. Struthers, chief engineer, Paotong, is on reserve.

Mr. W. Jack, from reserve, has gone chief engineer, Paotong.

Mr. T. R. Pringle, third engineer, Ngankin, is on leave.

Mr. W. Goerge, from reserve,

has gone chief engineer,

Shuntien.

Mr. A. Kerr, chief engineer,

Shuntien, is on leave.

Mr. W. R. Williams, acting master, Tuckwo, has gone chief officer, same ship.

Mr. E. V. Bishop, acting chief officer, Tuckwo, is on reserve.

Captain C. Campbell, from leave, has gone master, Tuckwo.

Captain A. S. Woodget, of the Kwonggang, has gone master, Luenho.

Mr. J. Gray, acting master,

Luenho, is on reserve.

Mr. B. E. Bidwell, supernumerary second officer, Choyssang,

has gone second officer, Waishing.

Mr. A. F. Cooke, second officer,

Waishing, has resigned.

Mr. J. Stalker, from leave, has

gone acting chief engineer,

Hanggang.

Mr. A. Turnbull, chief engineer,

Hanggang, has gone chief

engineer, Waishing.

Mr. E. Drury, chief engineer,

Waishing, is on reserve.

Mr. G. Wilson has been ap-

pointed second officer, Taishun.

Mr. A. G. Simpson has been ap-

pointed third engineer, Kwang-

tab.

Mr. J. Battison, chief officer,

Tsangtang, has gone acting

master, same ship.

Captain O. C. Brown, of the

Tsangtang, is on leave.

Mr. N. Leashin, second officer,

Burremet, has resigned.

Mr. N. Kernasky has been ap-

pointed second officer, Burremet.

Mr. T. Ozier has signed on

as chief officer, Nancy Moller.

Mr. N. Potolod has signed on

as second officer, Nancy Moller.

Captain C. Saigster, of the

Wallowa, has gone master,

Nancy Moller.

Mr. P. L. Smith, from leave,

has gone chief engineer, Kwang-

tab. *Shipping and Engineering.*

PARENTS DISAPPOINTED

WHEN GIRLS DO NOT THRIVE.

In the matter of health and progress boys usually cause more worry than girls to parents, during the first ten years of life. Then things are reversed, as is apparent in almost any family.

As soon as they begin to enter their teens girls too often prove a disappointment as well as a worry to parents. Perhaps they are growing too fast, or lessons exhaust them. They turn peevish and irritable, become pale, thin and sickly; always seem to be ailing and likely to go into a decline.

A wise mother recognises these signs of anaemia. "Too little blood," she says to herself, "and blood that is thin and pale as the girl herself." There's the cause of weakness and arrested development. The ailing anaemic girl must have new, healthy blood and Dr. Williams' pink pills supply that need, as is well known by great numbers. As the new, rich blood made by Dr. Williams' pink pills nourishes every part of the system, so bloodless girls and young women become brighter. They retain their colour and charm, their eyes have the sparkle of health, they are no longer breathless and thin but hearty and full of life.

One of the earliest signs of this improvement is a keen appetite for meals and ability to digest food.

What has been done in countless cases of the kind in England, Canada, America, Australia, South Africa and other countries by Dr. Williams' pink pills can also be done for you and yours.

The time to begin is now. Drugists everywhere sell Dr. Williams' pink pills; also post free, at \$1.50 the bottle, \$8 for six, from Dr. Williams' Medicine Co., 96 Szechuan Road, Shanghai.

A postcard request will bring you a helpful booklet, "Plain Talks to Women," free.

CRICKET.

I.R.C. v. C.S.C.G.

The following will represent the I.R.C. in a friendly match against the C.S.C.C. on the former's ground on Saturday at 2.1 p.m.:—A. el Arculli, G.C. Eard, S.H. Ismail, S.D. Ismail, N.B. Bux, S.M. Moosa, R. Nazarin, R.M. Samy, O. Rumjahn, C. Ismail, and B.A. Hyder.

QUIZ.

NOTICE.

UNIVERSITY OF HONGKONG.

Matriculation, Senior and Junior Local Examinations.

NOTICE IS HEREBY GIVEN that these examinations will commence on MONDAY, July 12th, 1920.

Forms of entry and all particulars can be obtained on application to the Registrar, The University, Hongkong.

Each entry form, duly filled in, must reach the Registrar, together with the fee (Ten dollars, Hongkong Currency) on or before 3rd May, 1920.

The following Scholarships will be awarded on the results of the Matriculation Examination, provided that candidates of sufficient merit offer themselves.

(a) One King Edward VII Scholarship of \$10 a year, for five years, tenable in any Faculty. A candidate for this Scholarship must be under the age of 21 on July 1st and must before the first day of the examination, submit to the Registrar proof that he is a British subject.

(b) One President's Scholarship of four hundred dollars (Peking Currency) for five years, tenable in any Faculty. A candidate for this scholarship must be under the age of 21 years on July 1st and must, before the first day of the examination, submit to the Registrar proof that he is the son of Chinese parents; that he was not born in any British Possession or Protectorate; that he has not adopted any foreign nationality; and that he is not eligible to compete for a King Edward VII Scholarship.

Candidates who secure a King Edward VII or President's Scholarship must enter the University on the day on which the University session opens and must reside in one of the hostels directly managed by the University.

The examinations will be conducted according to the Regulations for the Senior and Junior Local Examinations and for the Matriculation Examination 1920.

N. TEESDALE MACKINTOSH, Registrar.

Hongkong, 7th April, 1920.

THE EAST ASIATIC CO., LTD.

NOTICE TO CONSIGNEES.

From SCANDINAVIA

The Motorship

"SIAM"

having arrived from the above ports on the 15th April, 1920, consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., whence, and/or from the wharves, delivery may be obtained.

Consignees will be required to sign General Average Bond and pay General Average Deposit of 10% of the value of their cargo prior to obtaining delivery.

Goods not cleared by the 22nd April, 1920, will be subject to

detention and/or demurrage.

By Order,

E. A. M. WILLIAMS,

Secretary.

Hongkong, 12th April, 1920.

PUBLIC AUCTIONS.

THE Undersigned have received instructions from Messrs. Thoresen & Co. to sell by Public Auction on

Tuesday, the 18th May, 1920, commencing at 3 p.m. at their Sale Rooms, Duddell Street.

The Steamer "DAGMAR" is she now lies in the Menam River, Bangkok, with all her machinery, gear and appurtenances etc.

1457 tons gross Reg. 921 tons net Reg. 1530 tons deadweight capacity on 17 feet mean draft. Speed 10 knots.

This steamer went ashore in the Gulf of Siam, was salvaged, and towed to Bangkok, where she was dry-docked and patched up.

Inspection orders on application to the East Asiatic Co. Ltd., Bangkok.

The steamer to be at purchasers risk after fall of hammer, when purchase money is to be paid.

For full particulars apply to

LAMMERT BROS., Auctioneers.

Agents.

Hongkong, 15th April, 1920.

NOTICE.

Messrs. THORESEN & CO.,

Hongkong

LIMITED.

THE Undersigned have received instructions to sell by Public Auction on

Friday, the 16th April, 1920, commencing at 2.45 p.m. at Glenthorne, Kimberly Road, Kowloon.

A Quantity of Valuable Household Furniture.

Full particulars from catalogue



AIR-FLOAT

TALCUM POWDER.

THE TOILET ARISTOCRAT.

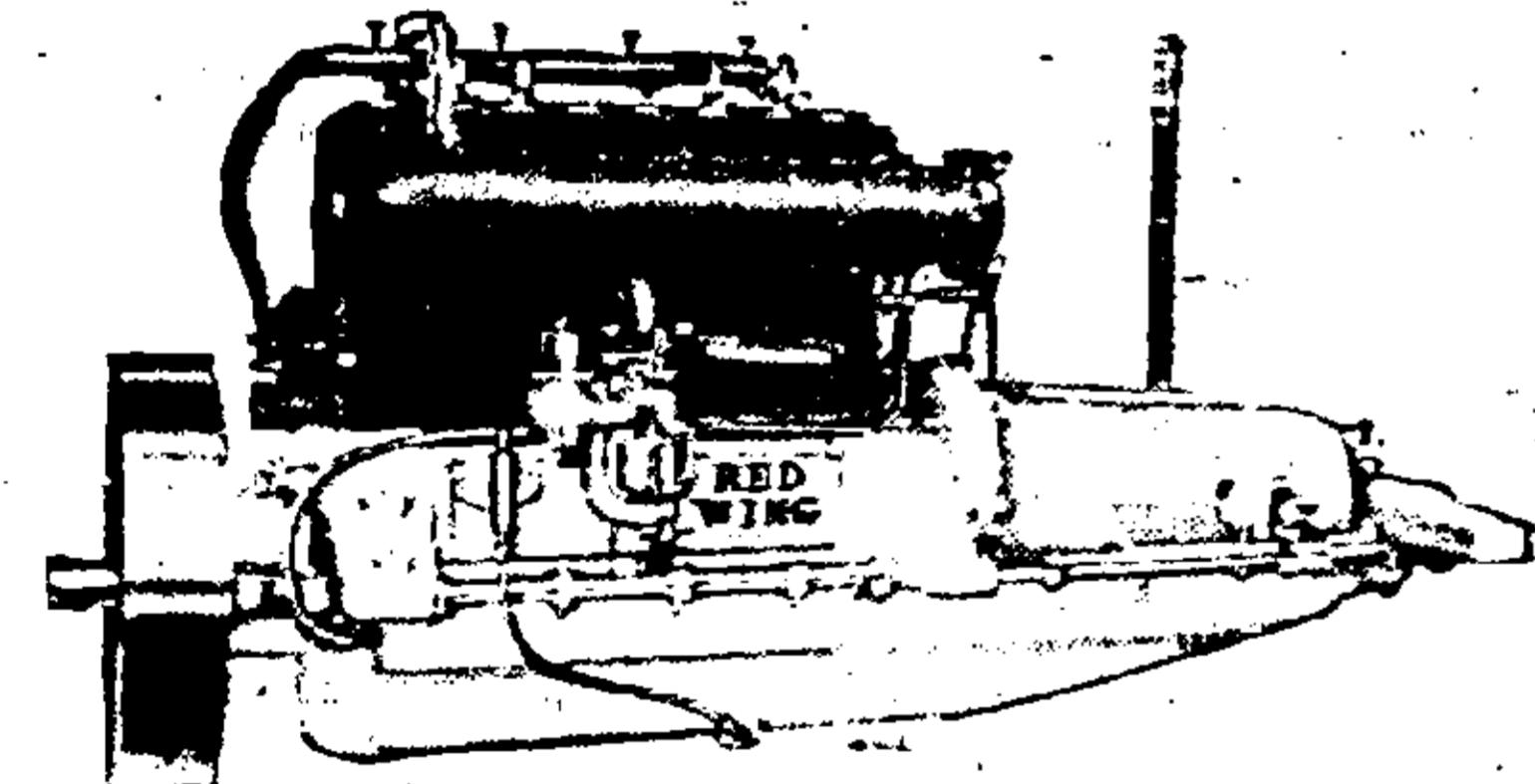
If your dealer cannot supply you with "AIR-FLOAT" send us his name and we will see your wants are immediately filled.

CONNELL BROS. CO.

SHANGHAI HONGKONG
SOLE AGENTS FOR CHINA.

RED WING THOROBRED

THE MARINE MOTOR WITH POWER TO SPARE.



GENERAL DESCRIPTION

THIS motor is a four cycle, four cylinder L head type motor. In general appearance it is compact and clean cut, yet there has been incorporated the greater degree of accessibility for such adjustments as daily service requires. Careful design and manufacture under the most rigid system of inspection and final test ensures a motor of extreme refinements, that is quiet, smooth running and powerful with the added and very important feature of economy of operation. The large valves, free intake and exhaust passages are carefully balanced and light weight reciprocating parts make this motor unusually powerful at the slower speeds as well as the higher speeds up to 1400 R.P.M. There is no unpleasant vibration at the high speeds.

In order that this motor shall stand up and have endurance under severe conditions, there have been provided liberal proportions of such features as bearing area, water jacket volume and connecting rod and crank shaft strength. Lubrication is direct and positive. The use of accurately graduated, helical timing gears and entirely enclosed and lubricated push rods, valve springs, etc., make this motor one of unusual silence in operation.

4 Models in Stock—14 to 40 Horse Power.

Price from \$725 to \$1,000.

SHEWAN TOMES & CO.,
MOTOR DEPARTMENT.
GARAGE: NO. 7, RUSSELL STREET. PHONE 650.

CONSIGNEE

NOTICE TO CONSIGNEES.

S.S. "WEST HIKAI."

From LOS ANGELES via
JAPAN PORTS & SHANGHAI.

The above-mentioned vessel having arrived from the above-mentioned ports, Consignees of Cargo are hereby informed that their cargo will be landed at their risk into the Hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Consignee's risk.

Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10:45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 19th April, will be subject to rent.

All claims must be presented within a week of the steamer's arrival here, after which they cannot be recognized.

No claim will be admitted after the goods have left the Godowns and all goods remaining undelivered after April 21st. will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for Counter-signature immediately.

LOS ANGELES PACIFIC
NAVIGATION CO.

AS OPERATORS: U.S. SHIPPING
BOARD.

Hongkong April 14th, 1920.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

From EUROPE and STRAITS.

THE Company's Steamship
"TOYOOKA MARU."

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon to-day.

Goods not cleared by the 20th April, 1920, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Co.'s representatives at an appointed hour on Tuesday & Friday. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

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WATSON'S

E

WHISKY

maintains the same HIGH quality TO-DAY as BEFORE and during the War.

Per Case including duty.

\$28.00

A.S. WATSON & CO., LTD.

WINE AND SPIRIT MERCHANTS.

TELEPHONE 616.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1. A.B.C., 5th edition. Western Union.

Office address: 11, Ice House Street.

The Hongkong Telegraph

HONGKONG, THURSDAY, APRIL 15, 1920.

THE STRIKE DEADLOCK.

For the first time since the occurrence of the local strike of Chinese artisans, we have had a definite statement made on behalf of the employers. Yesterday, the Chairman of the Tramway Company took advantage of the opportunity provided by the annual meeting of shareholders to explain the situation from the standpoint of the Companies concerned, his remarks being addressed to the "shareholders and the public generally." Prior to this, the public has had very little knowledge of the employers' side of the dispute. Again and again the newspapers have endeavoured to get the heads of the Companies to speak, but they have preferred to remain silent. On the other hand, the Guild officials have been free in the information which they have imparted. It need not be wondered at, therefore, that public sympathy has, in large measure, been with the men in their demands. As we pointed out yesterday, the trouble is that both sides have laid down certain limits beyond which they say they will not budge. Each party accuses the other of obstinacy, each says that the demands of the other are unreasonable, and each declares that it only wants an equitable settlement of the problem. The situation is rendered all the more difficult of adjustment from the fact that the breach between employers and employed begins on the question of the method of calculation. The employers are prepared to grant an increase, but they want that increase based on *hourly* rates, further stipulating that in no case must it exceed 25 per cent. of any worker's wages. The men demand that the increment shall take the form of a flat-rate *percentage* increase; they will have nothing to do with a so-much-per-hour rise, and they stick to their 40 per cent. advance on each man's wages.

When trouble was first scented, an endeavour was made to satisfy the men with a rice allowance, based on the current price of the cereal, but this was promptly turned down by the workers. We are not altogether surprised that it was, because the granting of a rice allowance is, after all, merely a temporary measure of alleviation. The previous advance was made at a time of high rice prices and was later withdrawn. The men now base their demand on the general increase in the cost of living, which covers more than the enhanced price of rice, and which, there can be no doubt, is not a passing phase but is likely to be permanent. Indeed, European salaries have, generally speaking, been increased on that very ground. Judging by Mr. Johnstone's remarks of yesterday, however, the employers would appear to have some ground for complaint against the men's representatives, who are said to have agreed to a discussion with the employers of the offer of an increase of so much per hour, but later to have gone back on their promise and refused to listen to anything short of the full 40 per cent. demanded. If that is an accurate statement of what occurred, then the men's representatives must be blamed for the present deadlock, quite apart from the justice of either party's terms. One point that Mr. Johnstone made was that the employers are prepared to increase wages "in recognition of the increased cost of living." The question is whether they are willing to make the advance not only *in recognition* but also *in proportion* to that increased cost.

Mr. Johnstone also says that the men have not substantiated their demand, but is he really in a position to say that? Impartial opinion on that point is necessary. That is why we have suggested really serious arbitration, by a Board appointed for the purpose, in place of the present dickering through the medium of the Secretary of Chinese Affairs.

It is now quite clear that, so far as the employers are concerned, the whole matter rests on the attitude of the two big Dock Companies. Mr. Johnstone mentioned the Naval Yard as being large employers of the class of labour affected, but it must be understood that the Hongkong naval establishment is bound, so far as wages go, by Admiralty orders and that it cannot enter into any arrangements with local companies except by express permission. We do not quite follow the argument that any agreement come to by the two big Dock Companies would "necessarily" have to be followed by the smaller companies concerned. But the fact has to be accepted that the whole Colony's affected industries are, on this question, in the hands of the heads and directors of the former concerns. That being the case, a heavy responsibility rests on these men, especially in view of the possibility of the workers, or many of them, finding more lucrative employment elsewhere, the result of which would be a serious blow to local trade and industry. Some kind of compromise is absolutely essential. Things cannot continue as they are. An unbending attitude by either side is wrong and unpardonable. Let employers and employed come into actual contact and enter into a frank discussion. If that fails, then it will be the duty of the Government, in the general interests of the Colony, to enforce compulsory arbitration.

NOTES & COMMENTS.

A SMART REMINDER.

We are glad to see that Captain Basil Taylor, R.N., has inflicted a very smart fine on the master of a river steamer for carrying an excess number of passengers, especially seeing that the number in excess was no fewer than 34. It may just be that in connection with the Ching Ming festival a great many more passengers than usual are moving about just now, but that should never be accepted as an excuse for any boat to carry more than the number allowed. The way we look at it is just this: The Government license these boats for a certain number of people in the interests of the passengers themselves, giving some protection to the lives that are on board, and if the conditions of a licence are broken in this respect then a ship may as well have no licence at all. Regarding the facts of the present case and the excuse that was put forward we are not really concerned, for we only have an interest in asserting the principle involved and are glad that the Marine Magistrate saw fit to impose a fine of such respectable dimensions as will act as a deterrent. This question of the river traffic and the safety of passengers is a big one and we have often referred to it before, but we have reason to believe that matters are in a much better state than they were a few years ago. And by such action as he took yesterday our Harbour Master is helping to keep them so.

A LOOK AT JAPAN.

It is worth while, now and again, to take a closer look at Japan than people are sometimes wont. We all have the idea that Japan is a country that is mostly engaged in building ships and in turning out manufactures of dubious quality, but there is a social side to Japan just as there is for any other country, and it is unquestionably true that Japan is slowly but surely emerging into a modern democracy. Quite recently there was such an agitation for universal manhood suffrage that the Government thought it was better to dissolve Parliament and put the issue to the test of the elections. The present qualification for a vote in Japan is the payment of certain taxes, and thus a large part of the male populace are not entitled to go to the polls. We think it will be agreed that no modern nation of the first rank can permit such a condition to continue. Not all the power of militarism can hold back the democratic tide. An article in the March number of *The Atlantic Monthly* gives evidence of an encouraging repudiation by the Japanese of the militarist spirit. Dr. Victor S. Clark, formerly of the Carnegie Institution, the author of the article, has just returned from Japan. He says: "Last year the applicants for admission to the academy for training army officers were 1,000 less than in 1918 and 2,600 less than in 1912; and of the 221 men accepted, 104 later abandoned their right, in order to enter civilian institutions of higher learning." Furthermore, says Dr. Clark, there recently occurred a popular agitation for the selection of civilians as Governors of Korea and Formosa. Previously, army and navy officers exclusively held those posts. But now, thanks to the people's demand, the Government has appointed a civilian to the post of Governor of Formosa. The military caste in Japan is thus losing ground. The Government has disastrous times before it, if its purpose is to meet the cry for manhood suffrage with repression. Wiser advice doubtless eventually will prevail. For there is the lesson of Russia to be studied by rulers who contemplate denying to the Japanese people rights common to the rest of the world.

An extension of the installation of the Asiatic Petroleum Company at North Point is being undertaken. This will include the extension of the present pier as well as the construction of two new oil tanks of a capacity of 8,000 tons each.

The gang of four boys who were charged with highway robbery on another Chinese pedestrian in the Western District were to-day again brought before the Magistrate. The Police have failed in their efforts to get three of the gang identified, and as a result, they were released. The fourth boy, however, was not so fortunate. He was identified by his victim and smartly sentenced by the Magistrate to six months' hard labour.

DAY BY DAY.

THEY ARE THE WEAKEST, HOWEVER STRONG, WHO HAVE NO FAITH IN THEMSELVES OR THEIR POWERS. FACT.

Mr. J. J. Gorman, of the Admiralty Line, arrived here by the s.s. *Colombia*.

Two fatal cases of small-pox were notified yesterday. Both victims were Chinese.

A Jumbla Sale is to be held at Union Church on the 20th instant at 2.30 p.m. The proceeds will be in aid of the National Orphan Homes of Scotland.

Last evening M. W. Lo and M. K. Lo got into the semi-finals of the tennis doubles championship, defeating R. Townsend and Major Edwards 6-4, 3-6, 6-3, 6-4.

At the Magistracy, yesterday afternoon, the Chinese who was charged with the murder by stabbing of another Chinese at West Point was committed for trial at the next Sessions.

A Chinese arrested yesterday at the Hau Tak Wharf was to-day fined \$500, or three months, on a charge of attempting to smuggle 10 taels of illicit opium, which was found by the searcher concealed about his waist.

A Sanitary Board coolie was sent to the Hospital yesterday suffering from a stab wound inflicted by an enemy in the small of his back. He says that the injury was inflicted on him by a man with whom he lately has had some serious differences.

The annual inspection, by H. E. the Governor, of the Hongkong Police Force, and the accompanying ceremony of distribution of long service medals, will take place at the Central Police Station compound on Friday, the 23rd instant, in the afternoon.

The lack of adequate hotel accommodation in the Colony was evidenced again to-day, when the s.s. *Colombia* came in this morning with a full passenger list. A party of 15 American tourists who travel under the auspices of the American Express Company have rooms engaged for them at the Hongkong Hotel.

Too intent on their games to notice the arrival of a motor-car a number of small boys narrowly missed being seriously hurt in Des Voeux Road Central yesterday. As it was, one small boy was knocked down by the foot-board of the car and received some injuries which, though not fatal, were yet of a sufficiently serious character as to necessitate his removal to Hospital.

A house in Des Voeux Road Central yielded a case of "a rogue and vagabond" at the Police Court to-day when a Chinese was charged with this offence following the gathering of evidence by the Police to show that for an unlawful purpose he was found in a house where he had no right of entry. Notwithstanding the excuse that he had come from afar in search of a long-lost friend the culprit was sentenced to one month's hard labour.

Insanity to the verge of wanting to murder her own children was suffered by a Chinese female suicide whose body was found floating in the bay opposite the Cement Works. Indications of an unsound mind were first revealed when the woman was taken to the Government Civil Hospital some time ago. It was then stated that she showed a dangerous desire to kill her own children and was given into the Hospital's care, as a safeguard.

On her discharge from the institution nothing further was heard until yesterday when, in a search, her husband came across the body.

There is a Police trap for the unwise cyclist and automobilist at Bonham Road. A special policeman is on duty there, whose vigilance can be vouchsafed for by the number of unlucky speed-freaks whom he has noted down in his capacious note-book, the contents of which are later used in evidence at the periodical traffic at the Police Court. The latest cyclist to pass through this officer's hands is a Mr. A. J. Braga, residing at No. 47, Conduit Road, who was caught at Bonham Road whilst on a motor-cycle outing without a driver's licence. He was fined \$5 at the Police Court to-day.

EN PASSANT.

Whenever there's anything like an election about I want to shout "Hooray." Few of us from the Old country have not enjoyed the excitement and fervour of a good old Parliamentary election, when candidates were either cheered or pelted by us just according to what party they belonged. My father being a Liberal had an inspired mission as a lad in cheering anything red and booing anything blue, and I have vivid recollections of how, in pouring rain, I was one of a party of youthful ardent who paraded the town in the guise of an improvised Jazz band making merry pandemonium wherever we went. Our Mayor was not only a very large and successful draper but he was a good Conservative too and his shop-buttresses were crammed with posters and party cries. They were until we passed by, and then with the aid of a stolen bucket of paste we made his shop front the finest Liberal advt. in the district. Of course, there was the usual row about it but I managed to lie most successfully to my stern parent. They were happy days if risky ones. But Hongkong's election has come and gone and there was not one breath of honest enthusiasm. One felt almost too tired to go and vote—in fact the great majority of voters showed it.

The papers have been very busy talking about this election and I have caught the fever of saying something, too. I even went to the trouble of procuring a copy of the new Jury List so that I might amuse myself with it for a short while. The Kowloon Residents' Association think that Kowloon is a wonderfully strong place as regards electors, but will it surprise them to learn that in the list referred to there are exactly 350 voters given as residing across the harbour, including Dock residents and those in the New Territories? I think there are actually more because so many persons are recorded as living on their firm's premises not half of whom do, and then of the exempted persons we ought to credit Kowloon with housing a few. But I think the figure of 400 may be taken as fairly accurate and in contrast with this Hongkong has 1,154 voters actually residing on the island and on so recorded the list. Add a few more for the exempted persons and the total is easily 1,200. Which is the same as saying that Kowloon can only speak with one-fourth of the voice of the electorate. If larger unofficial representation is ever granted it would mean that we should have to have four elected could claim to elect one. And I should also like to point out that there are nearly 350 Portuguese electors on the roll and if we are going to work on such a method of dividing up the community then they would have an indisputable right to elect one of themselves.

All these things are interesting because I hear so many loose statements being made as to the proportion of residents residing in Hongkong and over at Kowloon. No one will deny that a fourth of any electorate is an important minority but there can be no question that residents of Hongkong itself form the bulk of those entitled to vote. But Monday's voting does show that Kowloon is proportionately much more alive to what has been called the "civic sense" than Hongkong. It did send over 150 of its 400 to the poll (about 40 per cent) whereas Hongkong sent somewhere about 15 per cent. presuming that the voters polled according to residence only. And so the Kowloon enthusiasts have something to cheer them on their way.

I should like to switch off from the election but I must have just one more little dig. We have had no election since 1916 and we shall not have another (unless resignation or death causes one) until 1922 when Dr. Ozorio's time expires. And so it really means that Monday's opportunity was the only one in six long years.

Having regard to that fact it does seem as though there was ample justification for all the things that have been said in the newspapers about the curse of Eastern *ennui*. It hasn't been actually called that but that is what it really comes to. As a public we shall have to show far less lethargy if we are ever going to substantiate a claim for popular electoral representation.

There was quite an interesting sidelight on native indifference provided the other day in an incident that was witnessed by a few people on one of the Star fer-

WU TING-FANG.

A POINTED LETTER. Dr. Wu Ting-fang has sent the following letter to Shum Chun-han:

Dear Sir,

Since my arrival at Hongkong, you have sent me messengers and letters, for which I am very much obliged to you. We came down to the South years ago. What was our object? Was it not for protecting the Constitution and saving the country? My conscience is clear, for which Heaven and sun can bear testimony.

It is quite unexpected that my strength could not back up

my mind, and I did not do anything to save the situation. The downfall of the great law is the same as before. The situation is more complicated than ever. Recently you went to Shinkwan to settle the squabble between the Yunnan troops and the local troops; you certainly did much good on the occasion.

But when you trace the origin of this squabble, you will see that it is derived from the unruly conduct of militiamen and the intrigues of the politicians.

As regards my coming down to Hongkong this time, you sent representatives to request me to go back to Canton and welcome me. But at the same time you instructed lawyers to sue me in the Hongkong Law Courts. Your mind is changeable. I don't understand you. If you think that, as I have the Customs Surplus on my hands, you should therefore sue me, then you must remember that in the capacity of Minister of Finance, it is my duty to look after the public money. I brought the money with me so as to prevent any misuse. I did not run away with the money and hide myself. Is it necessary for you to sue me? A proper account of the receipts and expenditure passing through my hands shall be given. I can trust my honesty, and I am sure that the foreigners and the Chinese also trust me.

With reference to the establishment of the Bureau for Enemy-Property last year, the money from the sale of enemies' property amounted to more than \$270,000.

Your party has nearly misappropriated it all. More than ten months have elapsed, no account in connection with this matter has yet been rendered.

Why do you blame others and not blame yourself? I have to find fault with you, though I know very well you are an honest man.

During the last years of the Tsin Dynasty, you were very prominent then: but you do not occupy the same position in the Republic. It is not because your ability is not the same as before, but because you do not associate yourself with the good man and get rid of the bad men. At the end of last winter and at the beginning of spring, I wrote you twice giving you my advice. But you would not follow it. What a pity! The proverb says, "the mistake of a good man is just like the eclipse of the sun or the moon."

If you really have a warm heart to reform, so as to redeem your fault, then you should sever connection with the cunning and cheating political cliques,

maintain the legal National Assembly, and cancel the five unsatisfactory peace proposals. You should also work heartily and fairly for the public and let them know it. Respect the law. You may have a good name in the future, or I don't know what the people will think of you.

As you and I have worked together, I dare tell you what you don't like to hear. It is your business to decide for yourself.

The ferry boat due to leave Kowloon at 9 o'clock this morning got away with quite a large number of passengers on board, but was only about a quarter of the way across when it was seen that the big Naval Yard boat, No. 28, was in dangerous proximity. This boat does a regular trip to Stonecutter's and appeared to be on its way back to the Yard. Both coxswains sounded sirens and tried to avoid an accident, but the ferry boat was struck with considerable force on the starboard side forward. The force of the impact caused the ferry boat to heel over a little, and there was considerable alarm on board, though, fortunately, the ferry boat did not seem to be very much damaged.

It was otherwise with the launch, for her bows were considerably damaged and it was doubtful whether she was making water or not. The coxswain of the ferry boat thought it

advisable to tow the other boat to safety, and so the passengers on board the ferry were delayed whilst the ferry boat towed the naval launch to the Naval Yard. They eventually arrived at the ferry pier, over a quarter of an hour late.

The incident caused a lot of excitement and also interrupted the ferry service a little. The ferry boat concerned was later taken off the run for examination.

An American tournament mixed doubles with sealed handicaps will be held at the Ladies' Recreation Club on Saturday, 8th May, at 2.15 p.m.

The entrance fee for each couple is two dollars. Entries must reach the Secretary (Mrs. Digby) or the No. 1 Boy at the Club House before Saturday, May 1st.

A member of the Club may enter with a non-member as partner if desired. No couple will be allowed to compete unless their entrance fee has been paid.

CONTEMPORARY.

FASCINATED?

A STORY OF THREE WOMEN AND A MAN.

The Hungkong Police to-day related a remarkable story of how a Chinese gallant, by the use of fine words, in one single manoeuvre captured the hearts of three married women and would certainly have sold them as slaves had not a timely rescue been effected by relatives of one of the women.

Some days ago these three women were at Tamsui, on their way into the country to worship at their ancestors' tombs in accordance with the requirements of the Tsin Ming Festival. At this village they were met by the Chinese, who, after making himself acquainted with their business, very obligingly expressed his readiness to accompany them, as he stated he was going the same way. Now this mysterious individual had three dolls which were credited with being invested with certain charms of fascination, in that those persons who had them in their possession would be enticed away from the path of rectitude. This belief, needless to say, the man kept to himself when he gave each of the women a doll to be placed, he said, on their ancestors' tombs as a gift from him.

Whether the dolls had the qualities attributed to them or that the women were fascinated by the personal charms of the Chinese man is not known, but suffice it to say that there and then the women made it their business to accompany him wherever he went. They made their way to Sai Lin

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LOCAL EDUCATION BOARD.

THE INITIAL MEETING.

The first meeting of the Education Board, whose formation was gazetted recently, was held yesterday at the office of the Sanitary Board. Mr. E. A. Irving (Director of Education) presided, and there were present Mr. R. E. O. Bird (Inspector of English Schools), Mr. A. E. Cavalier (Inspector of Vernacular Schools), Mrs. A. D. Hickling, Dr. T. W. Pearce, Rev. A. D. Stewart, Rev. Fr. Maria Messrs. A. F. Areuli, F. R. Silva-Netto, G. W. Ferguson and S. W. Tso.

Mr. Y. P. Lo acted as Secretary. Opening the proceedings the Chairman said: "In welcoming you here today, I do not mean to make any set speech. Set speeches are usually rather boring and educational set speeches perhaps more than others; but I think you would like to hear a few words from me as to the reasons for calling this Board together. We are a re-incarnation. In our oldest form we were the Chinese Vernacular Committee of Education. We were born in 1911, and published, to use an euphemism, in 1914. Speaking from personal knowledge, I cannot say that that Committee did any harm. In point of fact it did nothing but 70 years before that—that is going back a long way—our original birthplace when a Board of Education was appointed under the chairmanship of the Bishop of Victoria, which flourished until 1855. Under that Board the foundations of the educational system of Hongkong were laid. In that period a school for British children exclusively was opened, the forerunner of the present schools at Kowloon, Victoria and the Peak, and the forerunner also of the principal school of Hongkong were founded. However, in 1905 the Board was abolished. I am sure you will find that this description of our history with its short periods of activity and long periods of inertia are depressing. However, I do not intend to be depressing. I would rather go into the necessity of our getting to work at once and doing what we can. I think there has a real sphere of usefulness and I draw your attention to the purposes for which we are called together.

It is notified that His Excellency the Governor has been pleased to appoint a Board of Education for the purpose of assisting the Director of Education with advice on matters pertaining to the development and improvement of education in the Colony. You will observe we have neither statutory nor executive powers. This is an advisory Board. The Board, as I understand it, will serve two main purposes. In the first place it will be the means of enabling the Government to formulate a sound and consistent educational policy and in the second place by its thorough knowledge of the existing educational system it will give useful advice on individual proposals for its amendment and extension. For the Board to exercise these powers and give that advice there is naturally implied in the Board a very close knowledge of the educational system of the Colony. I daresay that knowledge is already in the possession of most of the members of the Board. Any members of the Board who feel that they are rather rusty on the subject I should like to refer to the books which I have already circulated. There are not very many of them, but we have as our charter the Education Ordinance, which deals with the compulsory powers of the Education Department, and also the Grant Code, under which, though without legal sanction, grants are given to such schools as elect to accept these conditions, which are a little more stringent than those compulsorily enforced by the Education Ordinance. Be with educational matters in the

Colony. He has kindly consented—with the approval of the Board again—to be our Secretary and I think the Board would be well advised to take advantage of his kind offer. I shall be glad to have the views of members and answer any questions as far as I am able, but it must be remembered that I like the Board as a whole am feeling my way. I do not know any more than how we ought to get to work, but I feel sure there is plenty of work to be done.

There were no questions and the Chairman proposed that a sub-committee be formed to deal with vernacular education. The two inspectors of Vernacular Schools should be on that committee, and the two Chinese members, Hon. Mr. Lau Chu-pak and Mr. S. W. Tso.

The Board agreed, Rev. Father de Maria's name being added.

Mr. R. E. O. Bird, Mr. A. D. Hickling, Dr. T. W. Pearce and

the Rev. A. D. Stewart were appointed the Committee for British Schools.

The Chairman said there were certain schools in the Colony in which English was taught, which were neither British nor Anglo-Chinese. They included St. Joseph's College, and the Diocesan Schools. St. Paul's College was exclusively Chinese. He suggested that Mr. Silva-Netto might look after St. Joseph's College since there were many Portuguese pupils. He also mentioned that he did not refer to the Indian School or ask Mr. Areuli to look after it, because Mr. Areuli had always done so.

After informal discussion the meeting closed.

ST. PAUL'S COLLEGE.

ANNUAL SPORTS MEETING.

St. Paul's College held its eleventh athletic sports at Happy Valley yesterday afternoon under very favourable weather. There was a moderate gathering of spectators including the Hon. Mr. and Mrs. H. E. Pollock. Over one hundred students participated in the different races which went off smoothly under the supervision of a large number of officials. The two senior champion cups, one of which was presented by Mrs. Pollock, were won by Li Kam Hei and Ng Hau Sin respectively.

At the conclusion of the sports Mrs. Pollock presented the prizes to the successful competitors. The Rev. A. D. Stewart, Chairman of the Committee, thanked Mr. Pollock for having come to distribute the prizes and for the cup which she had presented.

Mr. T. C. Ong took the opportunity of thanking Mr. Pollock for his contribution of \$250 towards the College Extension Fund and expressed the hope of seeing a larger gathering at the College sports when the extension of the College premises had been completed.

Mrs. Pollock was presented with a beautiful cap and a bouquet. She congratulated the College on the success of the sports, and thanked the Committee for the presents.

The results follow:

Senior high jump: 1. Tam Chuen Fung; 2. Cheng Yuk Hin; 3. Ng Han Sin distance 16' 6".

Small boys 100 yards: 1. Sam On Ning; 2. Eric Wong; 3. Chan Hau Seong.

Senior 100 yards: 1. Ue Wing Chan; 2. Tam Chuen Fung; 3. Ng Hau Sin.

Junior 100 yards: 1. Sam Kam Hei; 2. Mak Yun Choi; 3. Lai Ping Kwei.

Senior high jump: 1. Ng Len Cheung; 2. Fung Po Hon; 3. Ho San Hong height 4' 11".

Junior high jump: 1. Lee Kam Hei; 2. Li Shu Kan; 3. Yung Nan Cheung height 4' 10".

English staff race: 1. Lee Chi On; 2. A. Rowan; 3. Wong Shiu Pun.

Senior 300 yards: 1. Ue Wing Chan; 2. Ng Han Sin; 3. Tam Chuen Fung.

Junior 300 yards: 1. Li Kam Hei; 2. Mak Yun Choi; 3. Lai Kong Chuen.

Small boys 150 yards: 1. Lam On Ning; 2. Chan Hau Leung; 3. Eric Wong.

Younger Junior School (150 yards): 1. Leung Wong Iu; 2. Leung San Fai; 3. Chan Ping Fui.

Senior quarter mile: 1. Ng Han Sin; 2. Tam Chuen Fung; 3. Seto Wan.

Junior 220 yards: Mak Yun Choi; 2. Li Shu Kan; 3. Yung Nan Cheung.

Small boys 220 yards: 1. Sam On Ming; 2. Chan Hau Leung; 3. Eric Wong.

Old boys' race (200 yards): 1. Chow Kam Woon; 2. A. Fazack; 3. Chui Hai Tsui.

Half mile (open): 1. Lee Kam Hei; 2. Ng Lui Cheung; 3. Mak Yun Choi.

One mile bicycle race (open): 1. Chan Iu Wo; 2. Cheng Wing Sun; 3. Lau Yue Fook.

Three-legged race (100 yards): 1. Li Shu Kan and Fung Po Hon; 2. Tam Thieu Foon and Leung Kwai-chik; 3. Ue Mao Kai and An Wing Sook.

Seck race (100 yards): 1. Fung Hau Sin; 2. Seing Kwei Chik; 3. Kwock Fung Kee.

Consolation race (150 yards): 1. Cheuk Shun Chi; 2. Wong Cheung Kang; 3. Yip Man Pun.

Senior Fours: Bow, H. Silva; 2. J. R. Soares; 3. S. Marcal; 4. C. Hogan; Cox, R. C. Witchell.

Relay race (open): 1. Class 3. B.

Tug of war (lower school) B. classes: 1. Class 4 B.

Tug of war (higher classes): 1. Class 2 A.

Single Sculls: C. Hogan and A. L. Silva.

DAIRY FARM NEWS.

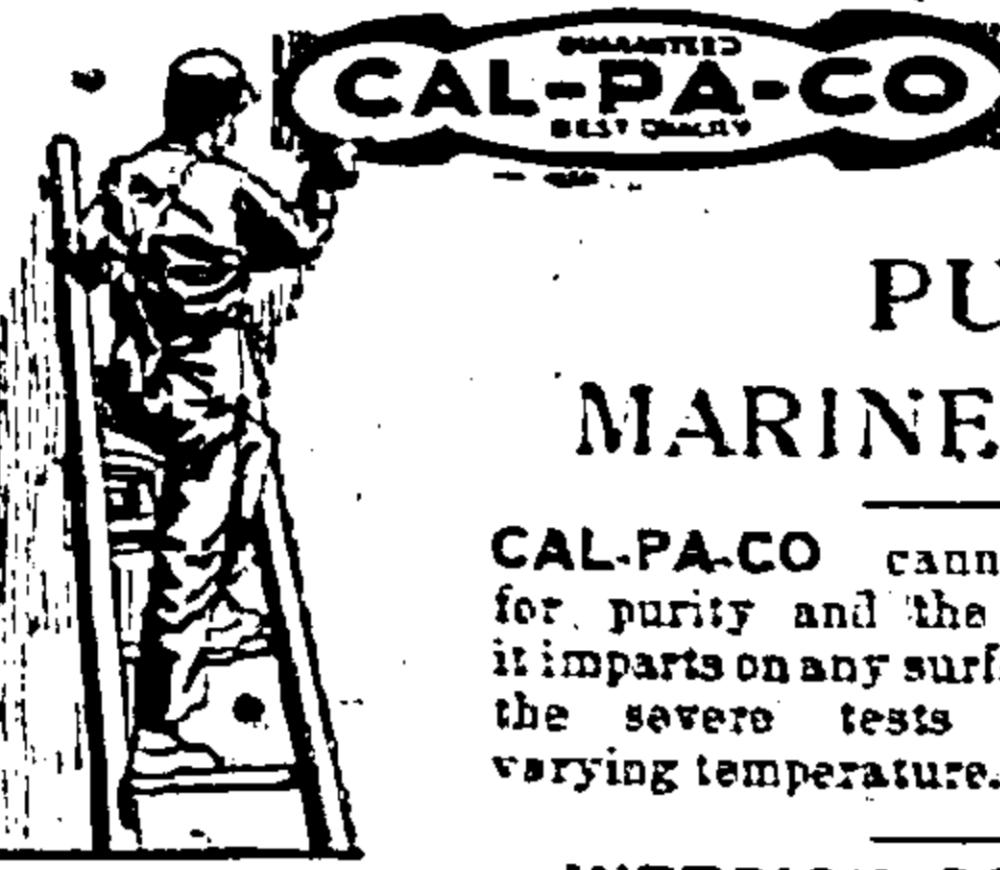
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CANTON REGATTA.

The crews which will represent the Victoria Recreation Club in the Interclub Regatta which is being held at Canton on the 17th inst. are:

Senior Fours: Bow, H. Silva;

2. J. R. Soares; 3. S. Marcal;

4. C. Hogan; Cox, R. C. Witchell.

Consolation race (150 yards): 1.

Li Shu Kan and Fung Po Hon;

2. Tam Thieu Foon and Leung

Kwai-chik; 3. Ue Mao Kai and An

Wing Sook.

Seck race (100 yards): 1. Fung

Hau Sin; 2. Seing Kwei Chik; 3. Kwock Fung Kee.

Senior Fours: Bow, H. Silva;

2. J. R. Soares; 3. S. Marcal;

4. C. Hogan; Cox, R. C. Witchell.

Senior Pairs: Bow, S. Marcal;

2. J. R. Soares; Cox, R. C.

Witchell.

Relay race (open): 1. Class 3. B.

Tug of war (lower school) B.

classe: 1. Class 4 B.

Tug of war (higher classes): 1.

Class 2 A.

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Empress of Asia	July 29	Aug. 18
Monteagle	Aug. 12	Sept. 5
Empress of Russia	Aug. 26	Sept. 13
Empress of Japan	Sept. 14	Oct. 11
Empress of Asia	Sept. 23	Oct. 21
Empress of Russia	Oct. 21	Nov. 8
Monteagle	Oct. 26	Nov. 19
Empress of Japan	Nov. 9	Nov. 30

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Telephones 2477 & 2478. AGENTS. 5th floor. Hotel Mansions.

LOS ANGELES PACIFIC NAVIGATION CO.
HONGKONG

TO LOS ANGELES, CALIFORNIA, U. S. A.

Due Inwards About Sailing for Los Angeles About
S.S. WEST HIIKA ... April 15 S.S. WEST HIIKA ... April 17
S.S. VINITA ... May 15 S.S. VINITA ... May 17
S.S. WEST NIVARIA ... June 15 S.S. WEST NIVARIA ... June 17
S.S. WEST MONTOP ... July 15 S.S. WEST MONTOP ... July 17

Through Bills of Lading to all U. S. and CANADIAN OVERLAND POINTS. No transhipment en route.

Shipside connection with the Salt Lake, Santa Fe and Southern Pacific Railroads.

HEAD OFFICES: HONGKONG OFFICE: Prince's Building, Chater Road, Telephone No. 1062.

BRANCH OFFICE: KOBE, SHANGHAI, CHAS. E. RICHA, N. General Agent for Sou h bina.

PACIFIC SHIPPING.

PACIFIC MAIL S.S. CO.

U. S. MAIL LINE.

OPERATING THE NEW FIRST CLASS STEAMERS
"ECUADOR," "VENEZUELA" & "COLOMBIA"

HONGKONG TO SAN FRANCISCO

Via Shanghai, Kobe, Yokohama & Honolulu.

THE SUNSHINE BELT

THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE.

SAILINGS FROM HONGKONG AT NOON.

ALSO

The following U. S. Shipping Board vessels
S.S. "WEST NIGER" Tuesday April 16th, for San Francisco, Shanghai, Yokohama and Honolulu.

S.S. "WEST INSKIP" Early April, for San Francisco via usual ports of call.

S.S. "WEST KASSON" Late April, for Baltimore, via Suez and usual Ports of call.

HONGKONG-CALCUTTA SERVICE.

S.S. "DOYLESTOWN" Friday April 18th, for Madras, via Singapore, Port Swettenham, Penang, Rangoon and Calcutta.

S.S. "LAKE FARMINGDALE" Friday April 19th, for Madras via Singapore, Port Swettenham, Penang, Rangoon & Calcutta.

Cargo accepted on through Bills of Lading to all Points in the United States and Canada, also through Bills of Lading issued to Baltimore, Havana, Central and South American Ports.

For further information apply to:-

PACIFIC MAIL S.S. CO.

Hotel Mansions,

TELEPHONE 141. Cable Address "SOLANO."

TOYO KISEN KAISHA.

SAN FRANCISCO LINE
VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.
FAST AND LUXURIOUS MAIL STEAMERS.

SAILINGS FROM HONGKONG—Subject to change without notice.

Steamers. Tons. Leaves Hongkong.

PERSIA MARU	9,000	15th April.
KOREA MARU	20,000	3rd May.
TEYO MARU	22,000	25th May.
SIBERIA MARU	31,000	13th June from Yokohama.
SHINTO MARU	22,000	11th June.

* Omitting call at Shanghai.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO VIA JAPAN, HONOLULU,
SAN FRANCISCO, SAN PEDRO, SALINOS CRUZ,
BALBOA, CALLAO, ARICA AND IQUIQUE.

HENCE BY TRANS-ANDEAN ROUTE TO BUENOS AIRES.

Steamers. Tons. Leaves Hongkong.

KYO MARU 17,300 12th July.

Steamers are interchangeable with the Canadian Pacific Ocean Services, Ltd. and its Subsidiary Co.

Passengers may travel by rail between ports of call in Japan free of charge.

For full information as to rates, sailings, etc. apply to:-

Y. TSUTSUMI, Manager. KING'S BUILDINGS.

CHINA MAIL S.S. CO. LTD.

FREIGHT AND PASSENGERS.

"NANKING" "NILE" "CHINA"

15,000 tons. 11,000 tons. 10,000 tons.

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS & HONOLULU.

"NANKING" "NILE" "CHINA"

June 2nd. May 15th. May 19th.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

O. H. RITTER, Freight and Passenger Agent.
Prince's Buildings, Ice House Street. Tel. 1934.

STRUTHERS & DIXON, INC.

OFFICES: San Francisco and Seattle, U.S.A., Shanghai, China, Manila, P.I., Kobe, Japan and Hongkong.
Operating the following Far Eastern services for account of the United States Shipping Board.

U.S.A. PACIFIC COAST, JAPAN, CHINA AND PHILIPPINES.

For Seattle & Vancouver. For San Francisco.

"BRAVECOEUR" 25th April. "ELKHORN" 22nd April.

ALSO

Amalgamated with Cosmopolitan Shipping Co., New York.

Operating Baltimore via Panama service, to the Far East.

Arrivals and sailings to be announced later.

Through rates quoted and through B/L's issued to all overland points in U. S. and Canada.

Tel. 3008.

HONGKONG OFFICE: 1ST FLOOR, POWELL'S BUILDING.

FOR NEW YORK.

PRINCE LINE FAR EAST SERVICE.

"PERSIAN PRINCE" VIA SUEZ CANAL — 2nd half May.

Steamers proceed VIA PANAMA OR SUEZ CANAL at Owners option.

For freight and further particulars, apply to

SHEWAN TOMES & CO.

Agents.

PACIFIC SHIPPING.

DOLLAR LINE.

SAILINGS FROM HONGKONG FOR
NEW YORK VIA PANAMA.

STEAMERS. SAILING DATE
"HAROLD DOLLAR" APRIL 14TH.
"M.S. DOLLAR" MAY 5TH.
"BESSIE DOLLAR" MAY 26TH.
"GRACE DOLLAR" JULY 18TH.

Through Bills of Lading issued to all parts of United States or Canada.

Movements subject to change without notice.

For particulars for freight apply to:-

THE ROBERT DOLLAR CO.

GENERAL POST OFFICE BUILDING TEL. 795.
THIRD FLOOR 792.

SAILING DATES.

EUROPE, U.S.A. ETC.

Burma M. ... O. S. K. ... Apr. 16

Doylesstown P. M. Co. ... Apr. 16

Khiva ... P. & O. ... Apr. 17

West Wind ... A. L. ... Apr. 17

West Cadron R. D. Co. ... Apr. 17

West Ivan F. W. Co. ... Apr. 19

Yokohama M. N. Y. K. ... Apr. 19

Madras ... P. & O. ... Apr. 19

West Niger P. M. Co. ... Apr. 20

Dilwara ... P. & O. ... Apr. 20

Elkhorn ... S. & D. ... Apr. 22

Coastal ... A. L. ... Apr. 23

Edmore ... A. L. ... Apr. 25

Samarang M. D. & Co. ... Apr. 25

Tayama M. N. Y. K. ... Apr. 27

St. Albans ... P. & O. ... Apr. 30

Tamba M. N. Y. K. ... Apr. 30

Edmore ... A. L. ... Apr. 30

Tayama M. N. Y. K. ... E. Apr.

West Inskip P. M. Co. ... E. Apr.

Siam M. ... O. S. K. ... E. Apr.

West Jappa F. W. Co. ... May 1

Wakasa M. N. Y. K. ... B. of May

Suwa M. ... O. S. K. ... May 2

Toyoashi M. N. Y. K. ... May 2

Kunenji M. O. S. K. ... May 2

Kore M. T. K. ... May 3

Havana M. O. S. K. ... May 4

C. of Colombo B. L. ... May 5

E. of Russia C. P. Q. S. ... May 6

West Hartland A. L. ... May 10

Dryden ... A. L. ... May 10

Radnor ... A. L. ... May 10

Eurymachus ... A. L. ... May 10

Nile ... C. M. Co. ... May 15

Waban ... A. L. ... May 15

Toysaka M. N. Y. K. ... M. May

Sanuki M. N. Y. K. ... M. May

Persian P. S. T. C. 2nd half May

China ... C. M. Co. ... May 19

M. S. Dollar R. D. Co. ... May 19

Eastern ... P. & O. ... May 19

Kazembe ... B. L. ... May 20

Africa M. O. S. K. ... May 22

Taiyuan ... B. & S. ... May 24

Taiyuan ... B. & S. ... May 24

Shipping to Europe, Australia, and other Ports.

**P. & O.-BRITISH INDIA, APCAR
AND
EASTERN & AUSTRALIAN LINES.**
(COMPANIES incorporated in ENGLAND)

TO
STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA,
AUSTRALASIA, INCLUDING, NEW ZEALAND
& QUEENSLAND PORTS, RED SEA,
EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
DILWARA	5,400	20 Apr. noon	Spoore, Colombo & B'bay.
KHIVA	9,000	17 Apr. noon	Miles, L'don & Antwerp.
			BRITISH INDIA-APCAR SAILINGS (South)
MADRAS	7,000	19 Apr. noon	Calcutta via Singapore, Penang & Rangoon.
ST. ALBANS	4,500	30th Apr.	Sandakan, Thursday 1st.
EASTERN	4,000	19th May.	Cairns, Townsville, Brisbane, Sydney & Melbourne.

SAILINGS TO SHANGHAI & JAPAN.

MUTTRA	4,700	21st Apr.	Shanghai & Kobe.
NOVARA	7,000	25th Apr.	Shanghai & Japan ports.

PARCELS Measuring not more than eight X 11 X 1 will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight etc. apply to
MACKINNON, MACKENZIE & CO., LTD.
22, Des Voeux Road Central. Agents.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
SEATTLE & VICTORIA via Shanghai & Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

SUWA MARU Sunday, 2nd May, at 11 a.m.

TOYOHASHI MARU (Calling Manila Wed., 5th May, at 11 a.m.

KASHIMA MARU (Calling Manila) Sat., 22nd May, at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez Port Said & Marseilles.

YOKOHAMA MARU Sunday, 25th Apr., at noon.

TAMBA MARU Tuesday, 30th Apr., at noon.

MISHIMA MARU Friday, 14th May, at noon.

HAMBURG, LONDON & ANTWERP via Singapore, Colombo, Suez and Port Said.

TOYOKA MARU Middle of May.

LIVERPOOL & MARSEILLE'S via Singapore, C'bo, Suez & Port Said.

WAKASA MARU (Calling Genoa) Monday, 3rd May.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

NIKKO MARU Friday, 3rd May, at 11 a.m.

AKI MARU Wednesday, 19th May, at 11 a.m.

NEW YORK & HAVANA via Shanghai, Kobe, Yokohama, Muroran, San Francisco, Panama & Colon.

TSUYAMA MARU Wednesday, 23rd April.

SOUTH AMERICAN PORTS via Cape.

BOMBAY & COLOMBO via Singapore.

KIMI MARU (Omitting Colombo) Thursday, 22nd April.

TENSHO MARU Monday, 3rd May.

ALCUTTA & RANGOON via Singapore & Penang.

RANGOON MARU Monday, 19th April.

YAMAGATA MARU Sunday, 2nd May.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

AKI MARU Friday, 16th April, at 11 a.m.

TANGO MARU Saturday, 22nd May, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

SADO MARU Friday, 16th April, at 11 a.m.

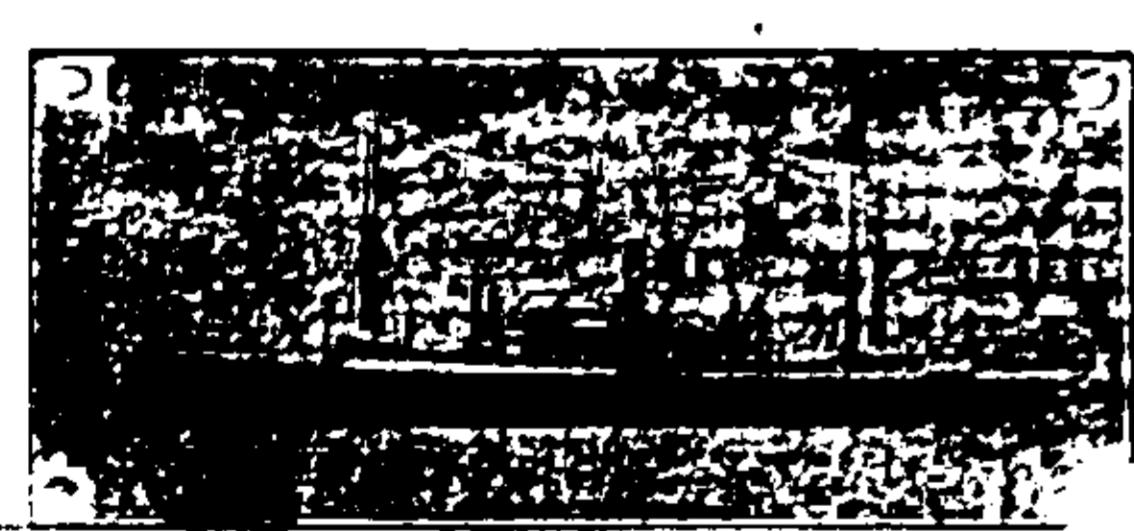
KITANO MARU Tuesday, 27th April, at 11 a.m.

TESSHO MARU Friday, 30th April.

For further information apply to—**HIPPON YUSEN KAISHA.**

Telephone Nos. 292 & 293. S. YASUDA, Manager.

JAVA-CHINA-JAPAN LIJN



Regular Fortnightly Service between
JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	W.H. Agent	For
Tjibodas	Shanghai	in port	16th Apr.	Java.
Tjebalak	Java	in port	20th Apr.	Japan.
Tjepanas	Java	in port	25th Apr.	Saigon.
Tjedjap	Java	in port	25th Apr.	Java.
Tjikin	Macassar	17th Apr.		
Bengkalis	Japan	25th Apr.	28th Apr.	Java.

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken a through rates to all ports in Netherlands-India and Australia.

ALSO OPERATING

JAVA PACIFIC LIJN.

Through Bills of Lading issued to U.S.A. and Canella Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.
1574 York Buildings.

Shipping to Europe, Australia, and other Ports.

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly

direct service via Singapore and Port Said.

"HAVANA MARU" Tuesday, 4th May.

"HATRE MARU" Tuesday, 8th June.

"SENOA & BOMBAY"—Monthly service. Taking cargo on through Bills of Lading with transhipment at Bombay to Co.'s steamer.

"BUENOS AIRES" Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.

"PANAMA MARU" Tuesday, 15th June.

"SEATTLE MARU" Middle of July.

"BONPAT & COLOMBO" Regular fortnightly service via Spore.

"BURMA MARU" Friday, 16th April.

"SIAM MARU" End of April.

"SYDNEY & MELBOURNE" Monthly service taking cargo to New Zealand and Pacific Islands.

"KUNAJIRI MARU" Monday, 17th May.

"SAIGON, BANGKOK & SINGAPORE" Regular Monthly Service.

"SHISEI MARU" Sunday, 2nd May.

"VICTORIA & VANCOUVER" Tacoma via Manila, Keelung, Shanghai, Nagasaki, Moji, Kobe, Yokohama & Yokohama.

"AFRICA MARU" (Call Shanghai) Saturday, 22nd May.

"CHICAGO MARU" Saturday, 5th June.

"KEELUNG" via SWATOW & AMOY—These steamers

have excellent accommodation for 1st and 2nd class

saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

"KAIJO MARU" Sunday, 18th April.

"AKAO via SWATOW & AMOY" Thursday, 22nd April.

"SENJO MARU" Thursday, 22nd April.

JAPAN PORTS—Moji, Kobe, Yokohama & Yokohama.

For sailing dates and further particulars please apply to—

Y. YASUDA,
Manager.
1st, No. 744 and 745
No. 1, Queen's Building.

**AUSTRALIAN
ORIENTAL LINE.**

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.

SAILING (SUBJECT TO ALTERATION).

Steamer. Arrived Hongkong from Australia Leaves Hongkong for Australia

TAIYUAN 19th May. 24th May.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

BUTTERFIELD & SWIRE.
Agents.
Telephone No. 36.

"ELLERMAN" LINE.

ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.

JAPAN, CHINA & STRAITS

UNITED KINGDOM AND CONTINENT.

For Steamer Sailing

LONDON & ROTTERDAM "KAZEMET" 20th May.

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.,
or to REISS & CO. Canton
General Agents.

Telephone No. 36.

COASTAL SHIPPING.

**INDO CHINA STEAM
NAVIGATION CO., LTD**

SAILINGS SUBJECT TO ALTERATION.

Destination Steamer Sailing

MANILA Loongsang Fri., 16th Apr. at 3 p.m.

STRaits & Calcutta Fooksang Sat., 17th Apr. at 3 p.m.

KOBE Yatshing Sun., 18th Apr. at 4 p.m.

HAIPHONG via Hoitow-Taksang Mon., 19th Apr. at 10 a.m.

TIENTSIN Chipshing Mon., 19th Apr. at 4 p.m.

SHANGHAI Fooshing Wed., 21st Apr. at 4 p.m.

STRaits & Calcutta Kwaitsang Thur., 22nd Apr. at 3 p.m.

SANDAKAN Hinsang Tues., 27th Apr. at noon.

CALCUTTA LINE—This line now affords regular sailings to Calcutta, Portion and Singapore, sailing from Calcutta steamers proceed to Calcutta and Hongkong to Japan, returning to Calcutta.

100 steamers have excellent passenger accommodation, are fitted with Electric Light and Fans, and carry a duly qualified Surgeon.

SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, sailing to Northern and Southern Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila, by vessels with good passenger accommodation.

HAIPHONG LINE—Sailings approximately weekly at passengers and cargo, sailing to Haiphong via Haiphong.

FORMED LINE—One sailing per month between Hongkong and Suez by a steamer.

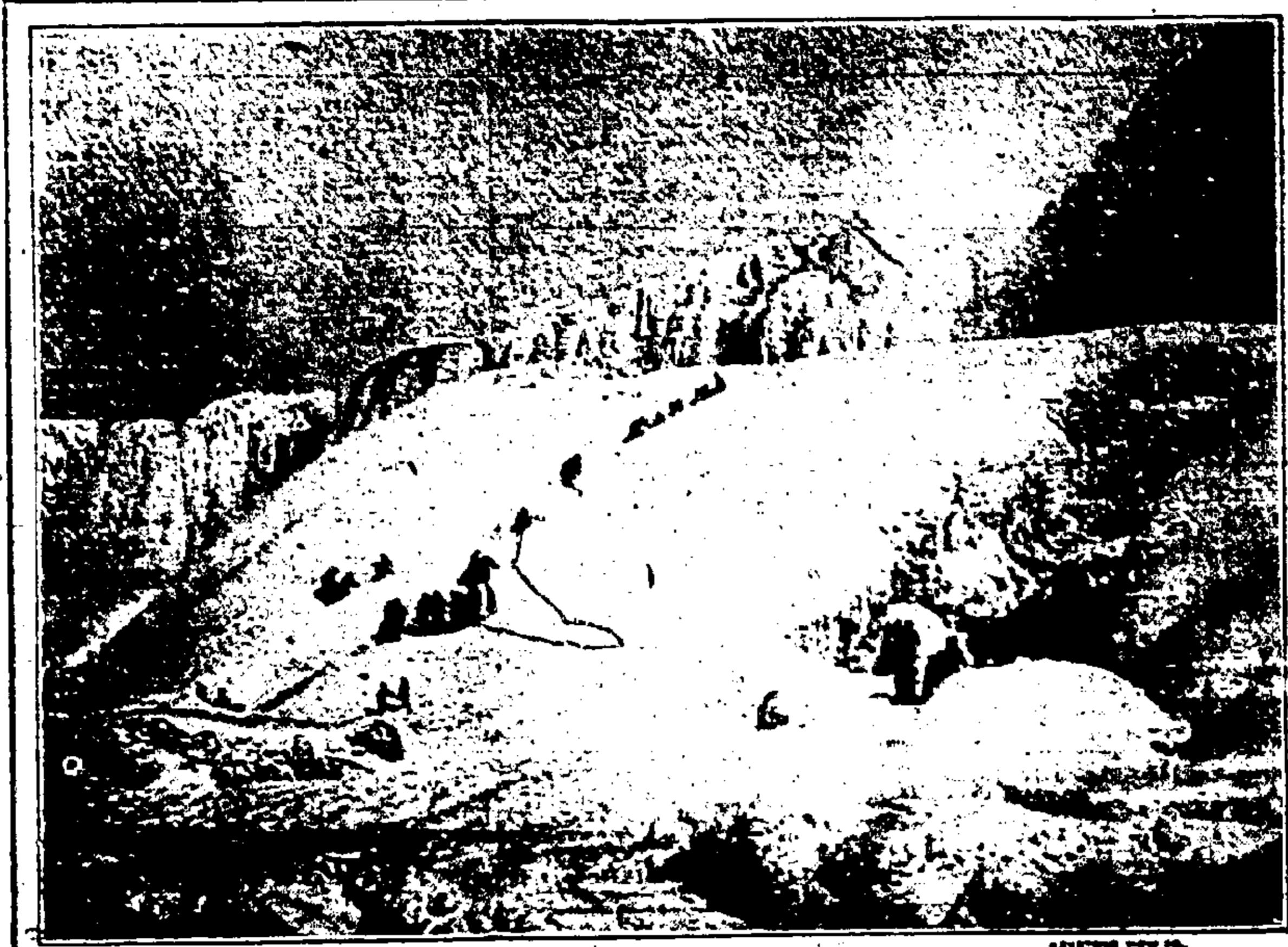
Cargo taken on through Bills of Lading to Calcutta, Japan, Korea, Laos, Thailand and China.

TO-DAY'S PICTURES.



GERMAN GENERAL LIONISED.

Gen. von Mackensen appears in his old uniform of officer of Death's Head Hussars. The reception rendered to him on his return to Berlin was greater than that of Hindenburg. He is on the list of the Allies for trial.



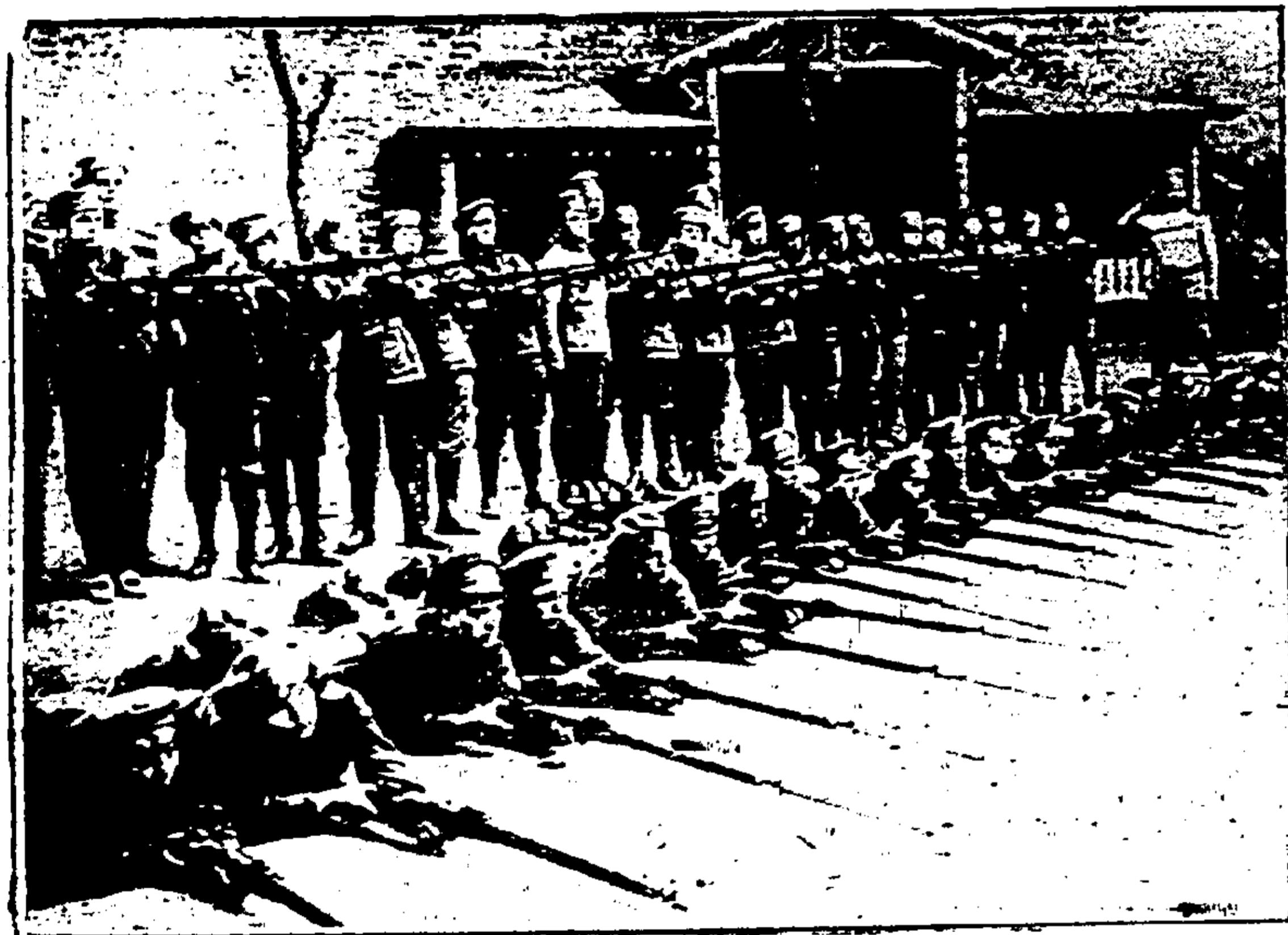
THE FROZEN BEAUTIES OF NIAGARA.

Sightseers climbing up on the ice jam formed at the base of the great falls by the broken ice which floats down the river.



GENERAL PERSHING AT HIS NEW HOME.

General Pershing on the steps of his recently purchased home in Lincoln, Nebraska. With him are shown his two sisters and his son, Warren. Left to right: General Pershing, Miss Mae Pershing, Warren and Mrs. D. M. Pershing Butler.



RUSSIAN WOMEN SOLDIERS.

Photo shows anti-Bolshevik Women's Battalion at drill. These women were under the command of the Koltchak forces. Most of them have been killed by the Red-daring recent battles.



HANDS INSURED FOR \$100,000.

Mme. Vera Fokina, the famous dancer, who has insured her hands for \$100,000 in America. She says her hands are as great an adjunct to her dancing skill as her feet.



ARMY INVENTOR.

Major General George O. Squier, who has originated and is now completing experiments for the sending of ten or more messages simultaneously along one telephone wire for long distances.



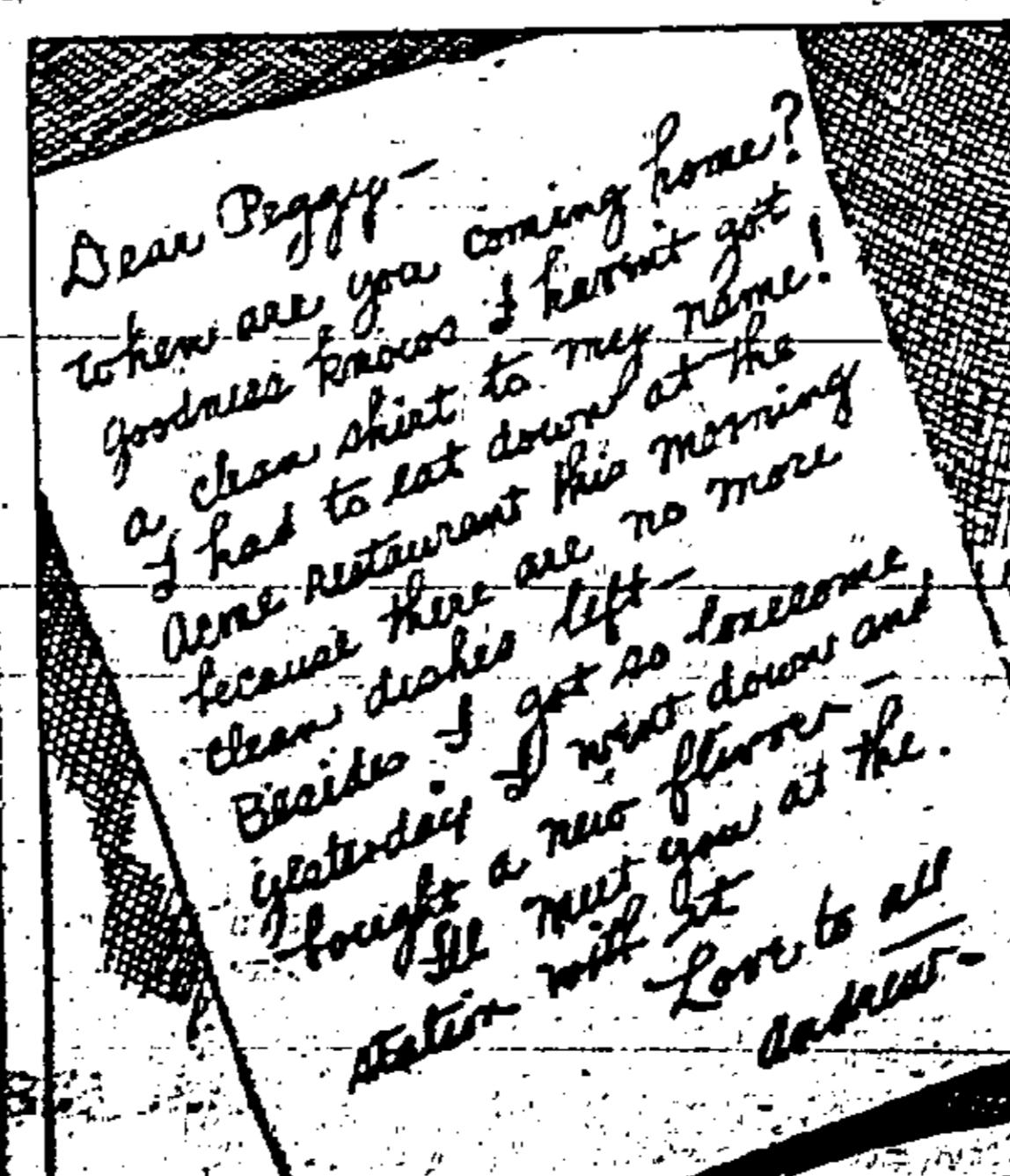
STORMING THE REICHSTAG.

First photos of attempted storming of the Reichstag by Berlin mob. The throng charged the building after listening to fiery orations. The drive on the portals was broken only after repeated rifle fire and throwing of many grenades.

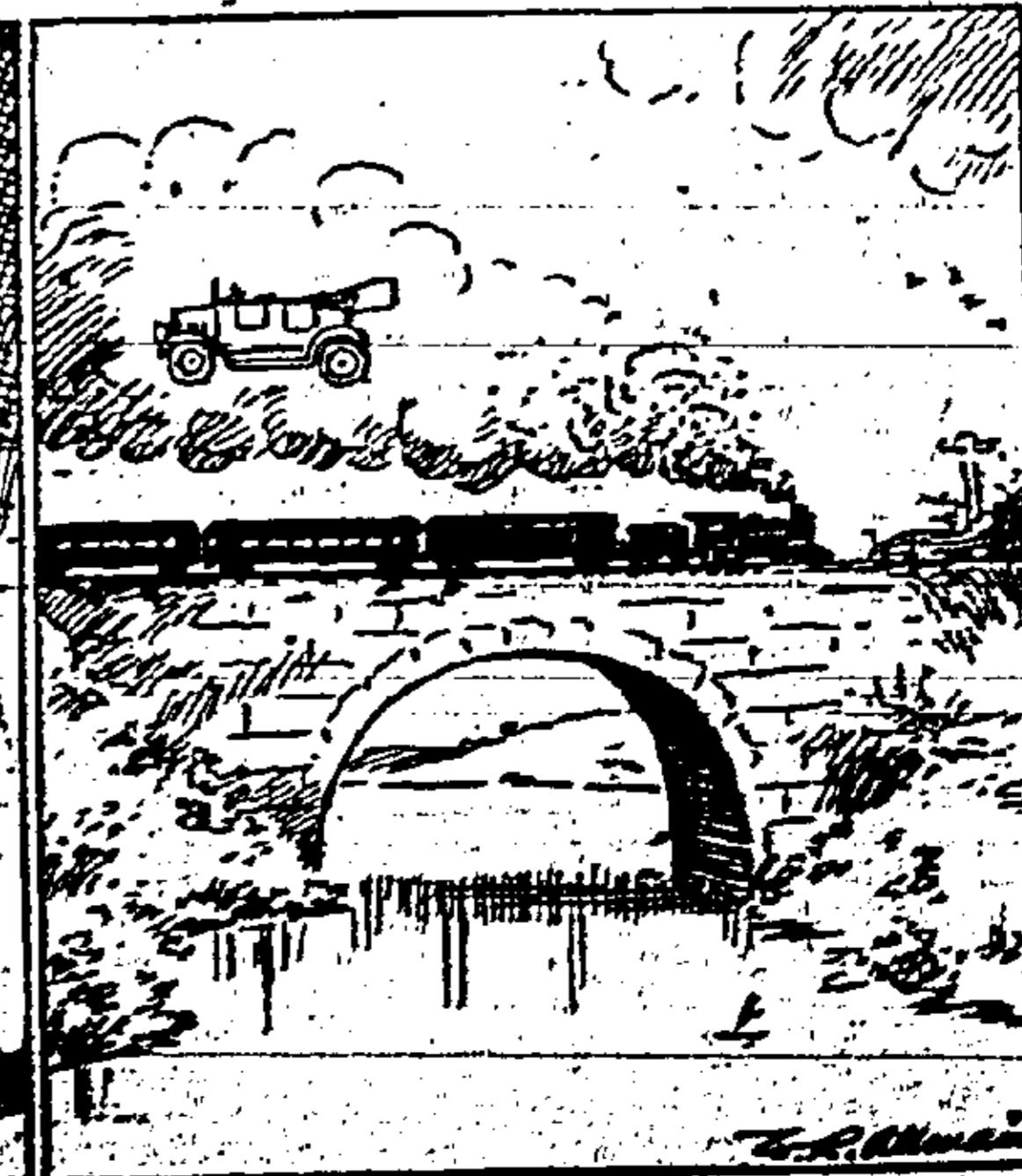
DOINGS OF THE DUFFS



Grandma Gets an S. O. S.



BYALLMAN



SHIPPING.

AMERICAN EXPRESS COMPANY.

BANKERS AND FORWARDERS.

ESTABLISHED - 1841.

HEAD OFFICE - 65 BROADWAY, NEW YORK.

CAPITAL AND SURPLUS - U. S. \$25,000,000.00.

LONDON OFFICES - 84, QUEEN STREET, E. C.

6, Haymarket, S. W.

11, Elbury Street, S. W.

Branches & Agencies - throughout the world.

General Banking and Foreign Exchange.

We maintain Foreign Trade and Travel Bureaus.

American Business a Specialty.

STRUTHERS & DIXON, INC.,
HONGKONG.

For SAN FRANCISCO DIRECT

U. S. S. B.

S. S. "ELKHORN"

22nd April, 1920.

Through B/Lading issued to all U. S. and Canadian
Overland Common Points.

For Freight and Particulars apply:-

STRUTHERS & DIXON INC.,
AGENTS.

Telephone 3608. Powell's Building.

ENGLISH BATHING CAPS

A NEW STOCK OF THE ABOVE IN
VARIOUS COLOURS IS JUST TO HAND.

THE PHARMACY

(Fletcher & Co., Ltd.)

22, Queen's Road Central.

1920 CATALOG No. 92

Now Ready

Our 500-page, profusely illustrated catalog of
General Merchandise, Foodstuffs and Machinery
is now ready.

The general increase in price of all
merchandise makes it more than
ever desirable to exercise the greatest
care in buying. A comparison of our
prices with those locally in effect will
show that we offer a worth-while
saving.

Everything You Want

In the new catalog you will find illus-
trated, described and priced, practical
and useful articles for the home,
office, farm, school or hospital.

HOME, OFFICE, FARM,
SCHOOL or HOSPITAL.
Groceries, Dry Goods, Cloth-
ing, Furniture, Electric and
Sporting Goods, Gas Engines,
Auto Supplies, Bicycles,
Farm Implements,
etc., etc.

New Shanghai Office.
To render more efficient service to our
customers in China and to meet
the rapidly growing business we have rented
a large room in the new
INTERNATIONAL
BUILDING, SHANGHAI which will be occupied
about April 1, 1920.
Temporary office has been opened at No. 12, Kassing
Road, Shanghai.

For free copy of our 1920 Catalog, apply to

MONTGOMERY WARD & CO.

12, QUEEN'S ROAD, SHANGHAI.

We guarantee that any merchandise purchased
will be found upon arrival to be exactly
as represented in the catalog.

We Guarantee Safe Delivery

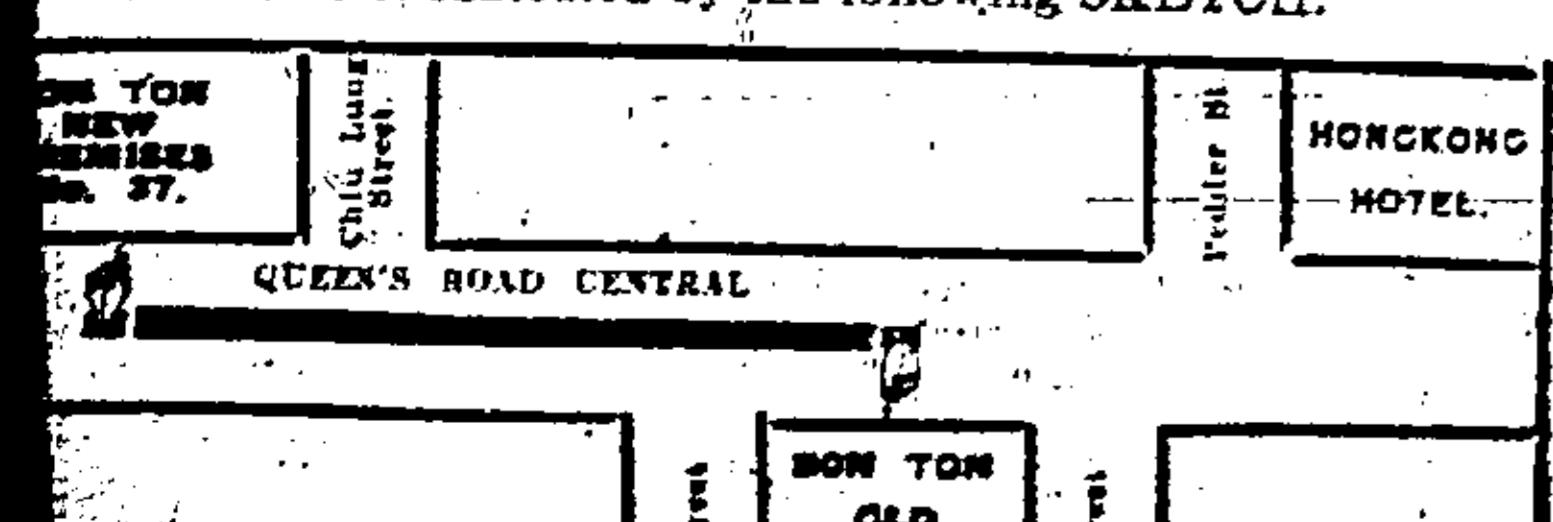
MONTGOMERY WARD & CO.

Manufacturers and Exporters of General Merchandise

Chicago, U. S. A.

NOTICE OF REMOVAL

The attention of our customers is called to the fact that we
are removed to No. 37, Queen's Road Central, and the position of
PREMISES is indicated by the following SKETCH.



THE BON TON

Ladies' Tailors & Outfitters, etc.

Hongkong, 26th March, 1920. Telephone 928.

NOTICE

PEAK TRAMWAYS CO. LTD.

TIMETA BLE.
WEEK DAYS.

7.00 a.m. 10.00 a.m. 12.00 p.m. 2.00 p.m. 4.00 p.m. 6.00 p.m.

7.00 a.m. 10.00 a.m. 12.00 p.m. 2.00 p.m. 4.00 p.m. 6.00 p.m.

7.00 a.m. 10.00 a.m. 12.00 p.m. 2.00 p.m. 4.00 p.m. 6.00 p.m.

7.00 a.m. 10.00 a.m. 12.00 p.m. 2.00 p.m. 4.00 p.m. 6.00 p.m.

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7.00 a.m. 10.00 a.m. 12.00 p.m. 2.00 p.m. 4.00 p.m. 6.00 p.m.

7.00 a.m. 10.00 a.m. 12.00 p.m. 2.00 p.m. 4.00 p.m. 6.00 p.m.

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7.00 a.m. 10.00 a.m. 12.00 p.m. 2.00 p.m. 4.00 p.m. 6.00 p.m.

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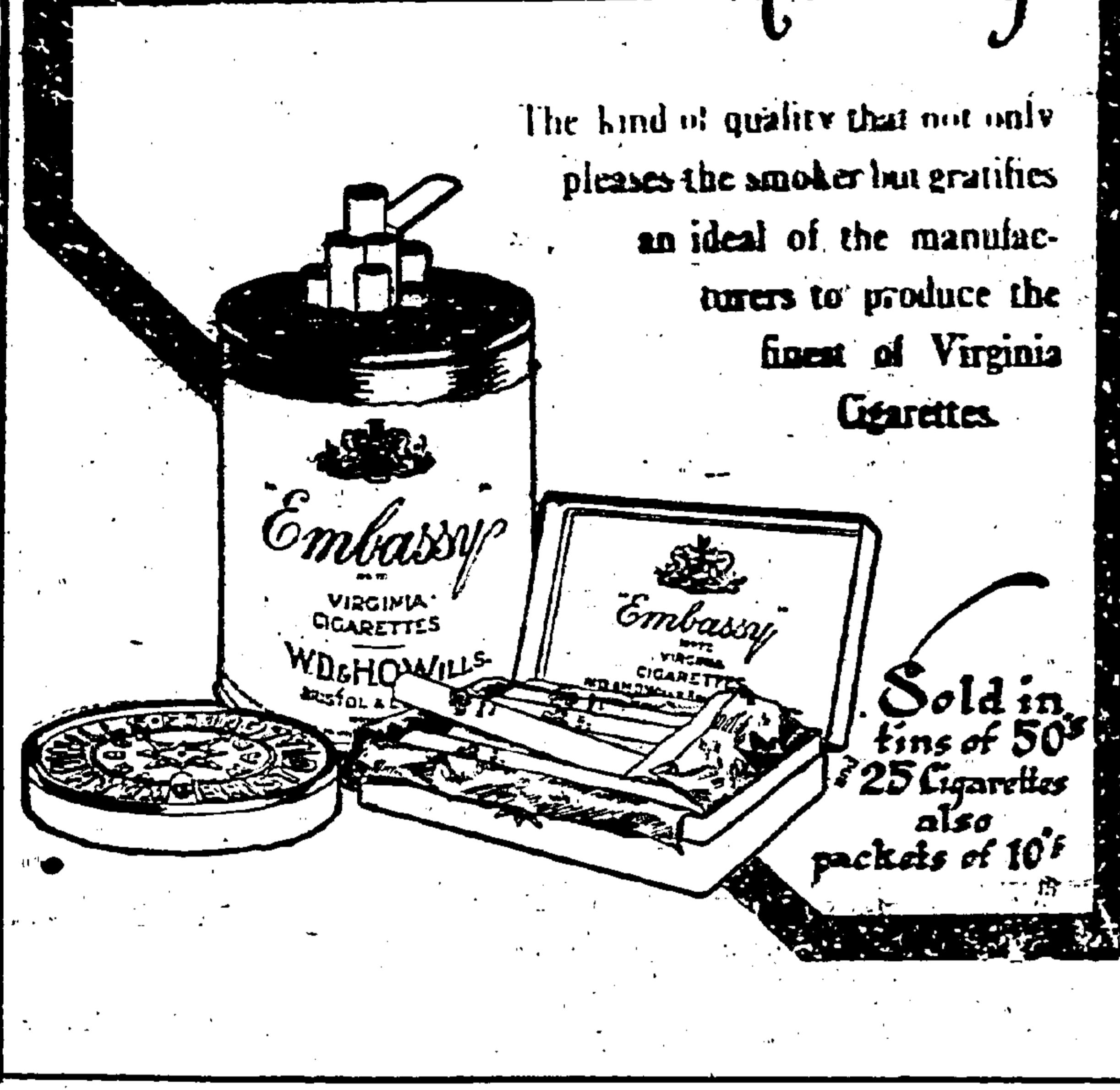
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NOTICES.

“Embassy”

Virginia Cigarettes

Finest Quality



This Advertisement is issued by British-American Tobacco Co. (China) Ltd.

STRIKE NEWS.

(Continued from Page 1.)

Their demands are agreed to. And the strike remains too long, we are of the opinion that a majority of the men, if not all, will find permanent employment in Canton and Hongkong will, undoubtedly, be the loser of a class of men which have taken so long to qualify for their avocations, and whose places will have to be filled by untrained and inexperienced men to the detriment of their employers."

THE OTHER SIDE.

We have received the following for publication:

Sir.—As one who knows something about the inner history of the strike, I have been intending to write you for some time, but I have refrained, hoping that the matter would soon be settled. Now it is getting worse, rather than better. Not only is trade being jeopardised, but the public is suffering great inconvenience. Where will it all end?

Now, sir, the chief obstacle in the way of a settlement is, it seems to me, the fact that both parties are working as combined groups. The Fitters' Guild is causing many men to strike who do not want to, and the employers are dominated by the two big Dock Companies. This is bad, because it prevents freedom of action. Both sides are to blame for making use of dictatorial power.

In your article of Monday last you touched upon the really important point when you made a plea for some permanent status for the Chinese skilled worker. He is just as essential to our industrial concerns as the European supervisor or foreman. He is just as much on "the staff" as the Europeans are. Yet when it comes to voting bonuses to "the staff" he gets nothing. Is that right or fair? When we see the huge per capita being made by the Dock Companies, need we be surprised that labour should ask for a larger share? The Europeans not only

POST OFFICE.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAIIS.

Australia and Manila—Per AKI M., 15th April. Europe (via Negapatam)—Per SADO M., 15th April. Saigon—Per SIERRA VEN-TANA, 16th April. Shanghai—Per KHIVA, 16th April. Shanghai—Per SUIYANG, 16th April. Japan—Per MADRAS, 17th April.

OUTWARD MAIIS.

TO-MORROW. Formosa—via Keeling—Per KAMUI M., 16th April, 8 a.m. Srawat & Straits—Per HUPEH, 16th April, 9 a.m. Shanghai N. C. and Japan via Kobe—Per SADO MARU, 16th April, 10 a.m. Japan via Nagasaki—Per AKI MARU, 16th April, 10 a.m. Straits, Bangkok, Burmah, Calcutta—Per DOVLESTOWN, 17th April, 11 a.m. Philippine Islands—Per LOONG-SANG, 15th April, 2 p.m. Straits, Bangkok, Ceylon, Mauritius, L. Marques, S. Africa, India via Dhanushkodi, Bombay & Aden—Per EUR. MA MARU, 16th April, 3 p.m. Saigon—Per TELEMACHUS, 16th April, 4 p.m.

WEATHER REPORT.

April 15th, 1920.—Owing to the absence of teletraphic returns from the majority of stations, no summary of pressure distribution can be given and no weather map will be issued.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District. Forecast. N.E. winds fresh; moderating; cloudy, generally, for whilst or occasional rain. None. None. N.E. winds between H.K. and Lam Tsuen. None. None. C. W. JEFFRIES, Director, Hongkong Observatory, April 15, 1920.

TO-DAY'S SHARE QUOTATIONS.

OFFICIAL PRICES.

BANKS.

H.K. & S. Banks b. 3390
Marine Insurance.

London b. 445
North China b. 140
Union b. 180 to 185
Yangtze b. 330
For Eastern b. 19

Fire Insurance.

China Fire b. 138
H.K. Fire b. 295

Shipping.

Dongshen b. 79 ex div.
H.K. Steamboat b. & ss. 22½
Lodas (Pref.) b. 20
Indes (Def.) b. 210
Shells b. 205
Ferries b. 28

Refineries.

Sugars b. 184
Malabon b. 41

Mining.

Kailan b. 130
Langkow b. 17

Shanghai Loans & Co.

Shai Explorations b. 1

Rauba b. 55

Tronha b. 32

Ural Carpets b. 22

Dock, Wharves, Godowns, &c.

H.K. Wharves b. 84

K. Dock b. 153

Shai Docks b. 130

N. Engineering b. 274

Lands, Hotels & Buildings.

Central b. 107

H.K. Hotels b. 124

L. Invest b. 105

H. Phoyos Est. b. 7

K. Koon Lotts b. 50

L. Reclaimations b. 183

West Points b. 58

Cables.

Ewes b. t. 715

Kung Yik b. t. 67

Lan King Mews b. t. 825

Oriental b. t. 310

Shai Cuttings b. t. 340

Yangtzeport b. t. 475

Miscellaneous.

Cements b. 860

China Banks b. 17

Do. Lights b. 14 new b. 14½

China Provinces b. 740

Dairy Farms b. 23

Electrics H. K. b. 85 c. r.

Electrics Macao b. 34

Hongkong Ropes b. 25

Hk. Tramways b. 5.85 ex div.

Peak Trams old b. 6½

Do. new b. 80 cts.

Steam Laundries b. 4

Steel Foundries b. 10

Water-boats b. 12

Watsons b. 6

Wm. Powell b. 15

Wisemans b. 27½

SELLING.

T.T. 4.7

Demand 4.74

30 d/s 4.73

60 d/s 4.72

4 m/s 4.59

T/T Shanghai Nom.

T/T Singapore 198

T/T Japan 190

T/T India 199

Demand, India 199

T/T San Francisco 901½

& New York 228

T/T Java 228

T/T Marks Nom.

T/T France 14.60

Demand, Paris 199

BUYING.

4 m/s. L/C 4.91½

4 m/s. D/P 4.93½

6 m/s. L/C 4.10

30 d/s Sydney and 4.10½

Melbourne 9214

30 d/s San Francis 9214

co & New York 9214

4 m/s. Marks Nom.

4 m/s. France 15.20

6 m/s. France 15.40

Demand, Germany 199

Demand, New York 90½

T/T Bombay 199

Demand, Bombay 199

T/T Calcutta 199

Demand, Manila 185

Demand, Singapore 198

On Saigon Nom.

On Bangkok 46½

Sovereign 4.30 Nom.

Gold Leaf per Tael 29.50

Bar Silver, ready 68½

Forward 65½

New York/London 3.95½

EXCHANGE.

T.T. 4.7

Demand 4.74

30 d/s 4.73

60 d/s 4.72

4 m/s 4.59

T/T Shanghai Nom.

T/T Singapore 198

T/T Japan 190

T/T India 199

Demand, India 199

T/T San Francisco 90½

& New York 228

T/T Java 228

T/T Marks Nom.

T/T France 14.60

T/T Germany 199

T/T New York 90½

T/T London 190

T/T Paris 199

T/T Calcutta 199

T/T Manila 185

T/T Singapore 198

T/T Japan 190

T/T India 199

T/T San Francisco 90½

T/T London 190

T/T Paris 199

T/T Calcutta 199

T/T Manila 185

T/T Singapore 198

T/T Japan 190

T/T India 199

T/T San Francisco 90½

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T/T London 190

T/T Paris 199

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T/T Manila 185

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